



Record of Decision

Little Cottonwood Canyon

S.R. 210 | Wasatch Boulevard to Alta

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

Appendix A2: Reproductions of Comments on the Supplemental Information Reports

Utah Department of Transportation

UDOT Project No. S-R299(281)

Submitted pursuant to

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

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

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40479	A, B	<p>We need solution like the gondola, everyone who says more buses never taken a bus in their lives. unless UDOT closed the roads during peak hours and the bus is the only way up and down.</p> <p>lets do it</p>	A32.29VV
45410	Aagard, Aubrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrie Aagard</p>	A32.3A; A32.3F
47201	Aalseth, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Aalseth</p>	A32.3A; A32.3F
46797	Aarstad, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli Aarstad</p>	A32.3A; A32.3F
55508	Abayev, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Abayev</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47657	Abbene, Mariel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariel Abbene</p>	A32.3A; A32.3F
40646	Abbey, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Abbey</p>	A32.3A; A32.3F
39759	Abbey, Rebecca	I do not want a gondola in Utah's roadless areas. This will damage our ecosystem and Wilderness in the area. Thank you.	A32.29VV
39523	Abbott, Don	<ul style="list-style-type: none"> • I don't think "The Powers That Be" want to solve the traffic problem. If they did there would ALWAYS be a sheriff or police officer at the mouth of LCC on powder days checking the TRACTION LAW requirements. They aren't there! • TPTB would not have reduced the number of ski buses this year to less than that of last year. • TPTB insured there were enough drivers to meet the needs of The All Stars Event in downtown SLC. <p>SR 210 does not need to be widened</p> <p>SR 210 needs snow sheds, more buses and police officers.</p>	A32.29VV
39520	Abbott, Don	<p>Storms close all lifts. Chairlifts, Gondolas and Trams are unsafe to operate under extreme wind and icing conditions and those who tout otherwise are scammers.</p> <ol style="list-style-type: none"> 1) Encourage skiers to ride UTA by raising Parking Fees at Alta and Snowbird. 2) Parking fees MUST be shared with UTA to pay for increased bus services. 3) On powder days ALWAYS have a police escort leading buses to the mouth of LCC. 4) Add more buses and pay Drivers more -- like UTA did for the recent All Stars Events in SLC. 5) UTA Ski Buses must originate and terminate at a TRAX Station (SANDY). SLC/UTA should NEVER leave TRAX patrons without Ski Bus Service. 6) S.R. 210 needs a few snow shelters -- it does NOT need to be widened. 	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39974	Abbott, Frances	How to solve SR 210 problems. • Build snow tunnels • Add more buses & drivers (pay drivers more like UTA did at SLC's AllStar Events) • Increase parking fees at Alta and Snowbird • Share parking fees with UTA • On powder days have a police escort for buses to the mouth of LCC (skiers would flock to buses) • Ski bus service must originate from TRAX stations • SR 210 would not need to be widened • Pay drivers more and you'll have drivers It's simply SUPPLY & DEMAND.	A32.29VV
44101	Abbott, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Abbott</p>	A32.3A; A32.3F
46992	Abbott, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Abbott</p>	A32.3A; A32.3F
48485	Abdulhadi, Mayar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mayar Abdulhadi</p>	A32.3A; A32.3F
55378	Abele, Karen	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karen Abele</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51501	Abelhouzen, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton Abelhouzen</p>	A32.3A; A32.3F
47726	Abell, Terrin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Terrin Abell</p>	A32.3A; A32.3F
45423	Aberman, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Aberman</p>	A32.3A; A32.3F
48226	Abernethy, Thomas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Thomas Abernethy</p>	A32.3A; A32.3F
54213	Abobon, Chrissy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chrissy Abobon</p>	
46677	Abrams, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Abrams</p>	A32.3A; A32.3F
40224	Abrams, William	<p>This has been a brutal winter, regardless of the method of transportation there would have been challenges. To build a gondola will require multiple service roads one for each support tower. Then the gondola and the towers and the roads would all require maintenance. Please just improve the existing road as it is used by more people year round. That busy 2 hours in the morning and afternoon, then restrict cars and increase public transportation. Thanks for listening</p>	A32.29VV
39571	Abrams, William	<p>Modify the road it serves more people year round. Please</p>	A32.29VV
44860	Abramson, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Abramson</p>	A32.3A; A32.3F
51943	Abruzzo, Sara	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sara Abruzzo</p>	A32.3A; A32.3F
52898	Abukhamseen, Alia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alia Abukhamseen</p>	
55178	Acajabon, Sonny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sonny Acajabon</p>	A32.3A; A32.3F
43004	Acharya, Humsini	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Humsini Acharya</p>	A32.3A; A32.3F
40246	Achelis, Steve	<p>Please don't install a gondola in the beautiful LCC. The the ski resorts, which are privately owned businesses, should provide parking in the valley and free transportation to their resorts. I don't understand why it is Utahan's responsibility to subsidize access to these businesses or to pay for, or accept, a gigantic gondola in our back yard. If I submitted comments more than once, my apologies. I feel strongly about this and want to protect the canyons, both Big and Little, for my grandchildren.</p>	A32.29VV
53983	Ack, Sophie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sophie Ack</p>	A32.3A; A32.3F
43636	Ackerman, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Ackerman</p>	
41469	Ackermann, Gabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabi Ackermann</p>	A32.3A; A32.3F
42034	Acocks, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Acocks</p>	A32.3A; A32.3F
43799	Acocks, Jamie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jamie Acocks</p>	A32.3A; A32.3F
52482	Acord, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Acord</p>	
51466	Acord, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Acord</p>	A32.3A; A32.3F
47465	Acree, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Acree</p>	A32.3A; A32.3F
49883	Actis, Jason	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jason Actis</p>	A32.3A; A32.3F
55253	Adair, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Adair</p>	
48544	Adair, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Adair</p>	A32.3A; A32.3F
48965	Adamis, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Adamis</p>	A32.3A; A32.3F
47331	Adams, Ashley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ashley Adams</p>	A32.3A; A32.3F
54007	Adams, Becky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becky Adams</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44718	Adams, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Adams</p>	A32.3A; A32.3F
43746	adams, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke adams</p>	A32.3A; A32.3F
42257	Adams, Chris	<p>It could not be more clear: the Roadless Rule established in 2001 states that there shall be no development or construction in the roadless area. The gondola clearly will impact that area and as such should not be built. This is just one of dozens of reasons that it should not be built (ie. a \$1.4B solution for <30 days of traffic to assist two ski areas; the equity injustice of spending that kind of taxpayer money that could be put to such other great uses; it is not flexible, like buses; etc.) but is yet another example of how this process has not been well thought out and is strewn with problems. Please stop proceeding with the gondola - which is opposed by the vast majority of Utahns and all of the local governments for the SLCo municipalities - and look at common sense solutions like buses, tolling, paid parking and more.</p>	A32.3A
55906	Adams, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Adams</p>	A32.3A; A32.3F
49892	Adams, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Adams</p>	
40176	Adams, Gwendolyn	<p>It feels so discouraging to get emails from you because it feels like the only opinions that are being heard are the few companies that will financially benefit from us paying for a gondola. We are not being heard at all.</p>	A32.29VV
45090	Adams, Izzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izzy Adams</p>	A32.3A; A32.3F
40877	Adams, Josh	<p>I very much support the gondola proposal. Having a gondola as an alternate to utilize while still having the roads to use makes since, alleviating the traffic if you prefer to take the gondola. I should also be built to handle avalanches to avoiding stranding people at wither end of the canyon. And yes. I want it also as a scenic venue not only for the locals but to add it to the ambiance of the tourist venue. Some more Europe to go with October Fest!!</p>	A32.29VV
52190	Adams, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Adams</p>	A32.3A; A32.3F
48821	Adams, Kendra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kendra Adams</p>	A32.3A; A32.3F
53281	Adams, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Adams</p>	
40126	Adams, Lance	There has been a lack of effective planning for the gondola. The gondola will be significantly impacted by slides and other environmental uncertainties, as well as creating its own significant environmental impact. Bud systems are far more effective and cheaper, while utilizing existing infrastructure and not causing further crowding and impact points throughout the canyon. We demand a clear and concise plan that addresses blatant oversights and concerns that have been expressed time and time again.	A32.29VV
40341	Adams, Lisa	<p>The gondola is not the right solution for Little Cottonwood canyon. There are better ways. A reservation system like some of our National Parks are utilizing, for example. Of course, Snowbird and Alta will oppose that plan as it would limit the number of skiers, but the skiers who are there, would have a far better experience. The gondola is not a wise expenditure of tax payer dollars. If it is allowed, Utah taxpayers will be subsidizing two private businesses, that cater to wealthy tourists. As proposed, those who ride the gondola will pay to use it, which will likely result in locals continuing to drive up the canyon, especially families. Skiing has become so prohibitively expensive that the majority of Utahns cannot afford it. It is not right to ask those who are likely to ever use the gondola, to pay for it. It is not a necessity, like public schools or public transit or public roads.</p> <p>The cost to taxpayers aside, a gondola will forever change the canyon with its beautiful views and wilderness. Please do not approve the gondola.</p>	A32.29VV
40066	Adams, Marsha	<p>Dear UDOT,</p> <p>The enhanced bus service option, using existing roads without expansion, is only considering increasing the number of buses in mixed flow traffic, continuing to allow nonresident cars access to the canyon during peak hours. Why not allowing only resident cars access to the canyon roads during the proposed 7am-10am and 3pm-6pm enhanced bus service times? Wouldn't this essentially eliminate traffic congestion and allow the buses to flow smoothly? Zion National Park bus service can be used as a role model. Some of the buses should allow Back Country Skiers to request stops as well as board buses at designated trail heads during peak hours (it doesn't have to be all the buses). All proposed solutions will require enhanced parking facilities so why not start with this option?</p> <p>In summary,</p> <ol style="list-style-type: none"> 1) Begin with increasing parking facilities at the mouth of the canyon and along bus routes to the mouth of the canyon. 2) Increase the frequency of buses while closing nonresident car access to the canyon during morning and late afternoon peak times. <p>This is the least expensive, least invasive solution. Why not try this first? It does not take away summer bouldering recreation nor land that is not currently available to be taken in the canyon. In addition finding funding will be easier as less is required.</p> <p>Sincerely, Marsha Adams</p>	A32.29VV
43184	Adams, Nate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nate Adams	A32.3A; A32.3F
44882	Adams, Paula	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paula Adams</p>	
49460	Adams, Perrin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perrin Adams</p>	A32.3A; A32.3F
44320	adams, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan adams</p>	A32.3A; A32.3F
48370	Adams, Tracer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tracer Adams</p>	A32.3A; A32.3F
42629	Adams, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tyler Adams</p>	
49322	Adamson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Adamson</p>	A32.3A; A32.3F
51878	Adamson, Cambree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cambree Adamson</p>	A32.3A; A32.3F
54218	Adamson, Michelle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michelle Adamson</p>	A32.3A; A32.3F
54509	Adamson, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Adamson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42887	Adelaine, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Adelaine</p>	A32.3A; A32.3F
45030	Adelman, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Adelman</p>	A32.3A; A32.3F
41959	Adelman, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Adelman</p>	A32.3A; A32.3F
47336	Adeyemo, Adelola	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Adelola Adeyemo</p>	A32.3A; A32.3F
52024	Adkins, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Adkins</p>	
45524	Adkins, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a high school student, this impacts me greatly to possibly be witness to a massive disruption in wildlife and trailheads in the area. Cottonwood canyon is known for its beauty, not it's roadways.</p> <p>Regards, Henry Adkins</p>	A32.3A; A32.3F
55925	Adkins, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Adkins</p>	A32.3A; A32.3F
55977	Adkins, Matt	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Matt Adkins</p>	A32.3A; A32.3F
44327	Adkisson, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Adkisson</p>	
52445	Adlard, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Adlard</p>	A32.3A; A32.3F
46339	adlard, kat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kat adlard</p>	A32.3A; A32.3F
39370	Adler, Claire	<p>I am pleased to see UDOT reassessing Gondola B's impact in light of the Roadless Rule. The Gondola would constitute the construction of "highway" infrastructure through three roadless areas: twin peaks, lone peak, and white pine. As a native Utahn, these treasured wilderness areas are some of my favorite places on earth—I often take visitors to White Pine, and they are always appalled to hear that the government is considering needlessly disrupting this beautiful place. Your department has both a legal and ethical obligation to respect the federal designations of twin peaks, lone peak, and white pine as Roadless Areas. The "Enhanced Bus" is clearly a superior alternative, as it provides the same benefit as the Gondola without violating the law or destroying conserved wilderness, all for significantly less cost to taxpayers.</p>	A32.3G
44628	Affleck, Ellie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellie Affleck</p>	A32.3A; A32.3F
44492	Affleck, Kaylene	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylene Affleck</p>	
56329	Agnello, Jayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayden Agnello</p>	A32.3A; A32.3F
54316	Agnew, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Agnew</p>	A32.3A; A32.3F
50153	Agnolin, Lisa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lisa Agnolin</p>	A32.3A; A32.3F
53350	Agudelo, Camila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camila Agudelo</p>	
44837	Aguirre, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailee Aguirre</p>	A32.3A; A32.3F
48796	Aguirre, McKinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinley Aguirre</p>	A32.3A; A32.3F
53746	Ahearn, Danielle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Danielle Ahearn</p>	A32.3A; A32.3F
43273	Ahern, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Ahern</p>	
51911	Ahlman, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Ahlman</p>	A32.3A; A32.3F
47233	Ahlstrom, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Ahlstrom</p>	A32.3A; A32.3F
56112	Aho, Grace	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grace Aho</p>	A32.3A; A32.3F
43864	Ahrens, Lucille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lucille Ahrens	
51519	Ahten, Jen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jen Ahten</p>	A32.3A; A32.3F
44449	Aigner, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Aigner</p>	A32.3A; A32.3F
52734	Aiken, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Aiken</p>	A32.3A; A32.3F
52814	Aiken, Francie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Francie Aiken</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48984	Aiken, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Aiken</p>	A32.3A; A32.3F
54232	Aiono, Cassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassie Aiono</p>	A32.3A; A32.3F
47423	Airmet, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Airmet</p>	A32.3A; A32.3F
43245	Aitken, Mikey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mikey Aitken</p>	A32.3A; A32.3F
40600	Aken, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Aken</p>	
55546	Akindele, Emmanuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmanuel Akindele</p>	A32.3A; A32.3F
55640	akins, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian akins</p>	A32.3A; A32.3F
53091	Alabbodi, Basi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Basi Alabbodi</p>	A32.3A; A32.3F
52915	Alastra, Ryder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryder Alastra</p>	
53890	alba, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha alba</p>	A32.3A; A32.3F
41558	Albano, Thomas	<p>A gondola up Little Cottonwood Canyon will be the biggest boondoggle since the Great Salt Lake Pumps that were never used. I have been a season ticket holder at Snowbird since the 80's. There are maybe 10 to 15 days a year where getting up the canyon takes hours because of a fresh powder day. While this is a major inconvenience it doesn't warrant the tens of millions it would cost to build a gondola that would scar the beauty of the canyon. I will never in a million years ride a gondola and most people I have talked to feel the same way. It is already extremely expensive to ski and most people don't want the added cost of paying to ride the gondola up. If I was forced to take a gondola I would simply drive up Big Cottonwood Canyon which for me is a much longer drive and thus you are creating more pollution.</p>	A32.29VV
51263	Albert, Calen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as greatly increasing bus service, building more parking, enforcing traction control laws, and tolling of vehicles with out of state licenses plates.</p> <p>Regards, Calen Albert</p>	A32.3A; A32.3F
45073	Albert, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Albert</p>	A32.3A; A32.3F
42089	Albi, Isabelle	<p>Please build the gondola—it helps people who have real jobs have a chance to ski</p>	A32.29VV
40910	Albrecht, Justin	<p>I have been skiing in LCC for over 20 years. The past few years the traffic has been horrible. It seems as though the ski resorts want all the traffic plus all the bus traffic they can get. The gondola will just add additional to each resort. The ski resorts are not doing anything to improve uphill capacity at their bases. The gondola is just going to make this worse. I initially was for the Gondola but having seen the crowds this season and the thought of adding more people in the canyon does not work. I can no longer support it.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45761	Albright, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please do not ruin the most beautiful canyon in America!!</p> <p>Regards, Garrett Albright</p>	A32.3A; A32.3F
48635	Albright, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Albright</p>	A32.3A; A32.3F
44090	Albright, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Albright</p>	A32.3A; A32.3F
54414	Alcox, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Alcox</p>	A32.3A; A32.3F
51090	Aldarweesh, Yousif	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yousif Aldarweesh</p>	
48430	Alder, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Alder</p>	A32.3A; A32.3F
49181	Alder, Laurel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laurel Alder</p>	A32.3A; A32.3F
46402	Alder, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Alder</p>	A32.3A; A32.3F
44297	Alder, Sierra	<p>To whom it may concern,</p> <p>As a former employee of Snowbird, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Alder</p>	
40226	Aldous, Stephen	<p>It is safe to say that electric buses in general are an inevitability. I think they are particularly well suited for LCC, not only due to low local emissions, but also because of the fact that so much of the considerable energy required to push buses up the hill can be recovered on the way down. This is an advantage diesel buses do not share. This will tip the economics of the buses more in their favor vs diesel. Also, the nasty smell of disc brakes that fills the canyon air will be mitigated with electric vehicles.</p> <p>Any analysis of air quality in the LCC transit issue must assume that ELECTRIC buses will in the not too distant future be part of the equation.</p>	A32.29VV
50162	Aldrich, Maggie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maggie Aldrich</p>	A32.3A; A32.3F
42891	Aldrich, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Aldrich</p>	A32.3A; A32.3F
44917	Aldrich, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Aldrich</p>	A32.3A; A32.3F
47355	Aldridge, Andrew	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Aldridge</p>	
44618	Aldridge, Katelyn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katelyn Aldridge</p>	A32.3A; A32.3F
46151	Alej-Gonzalez, Dominic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominic Alej-Gonzalez</p>	A32.3A; A32.3F
52834	Alejo, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Alejo</p>	A32.3A; A32.3F
44616	Aleo, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Aleo</p>	
47416	Alex, Brandon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Alex</p>	A32.3A; A32.3F
45831	Alexander, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Alexander</p>	A32.3A; A32.3F
52273	Alexander, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Alexander</p>	A32.3A; A32.3F
40568	ALEXANDER, PAM	Just say no.	A32.29VV
39573	Alexander, Pam	no	A32.29VV
40413	Alexander, Pam	Just say no	A32.29VV
43283	Alfaro, Arturo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arturo Alfaro</p>	
45307	Alfaro, Ethan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ethan Alfaro</p>	A32.3A; A32.3F
40780	Alford, Ali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ali Alford</p>	A32.3A; A32.3F
51512	Alford, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Alford</p>	A32.3A; A32.3F
54769	Algeo, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Algeo</p>	
54095	Alger, Amy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amy Alger</p>	A32.3A; A32.3F
44659	Alhamdani, Heba	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heba Alhamdani</p>	A32.3A; A32.3F
39816	Alikadic, Emir	<p>Building the gondola would violate the Roadless Rule and negatively impact critical wilderness habitat in Little Cottonwood Canyon.</p> <p>I strongly object to the gondola and would like to see alternative solutions.</p>	A32.29VV
43255	Alimadadi, Alborz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alborz Alimadadi</p>	A32.3A; A32.3F
45204	Allaire, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Allaire</p>	
45447	Allan, Allie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Allie Allan</p>	A32.3A; A32.3F
42997	Allan, Gage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gage Allan</p>	A32.3A; A32.3F
50765	Allan, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Allan</p>	A32.3A; A32.3F
44434	Allan, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kate Allan	
54515	Allard, Michelle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michelle Allard	A32.3A; A32.3F
54537	Allard, Timothy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Timothy Allard	A32.3A; A32.3F
50726	Alldredge, Sarah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Alldredge	A32.3A; A32.3F
40443	Alldridge, Dan	The gondola has no place in our canyon. It's an inefficient solution across nearly all measurable parameters. Spending over a billion dollars of tax payer dollars to benefit 2 private ski resorts is appalling on all levels.	A32.29VV
54789	Alleger, Brooke	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brooke Alleger	
43700	Allein, Abby	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abby Allein	A32.3A; A32.3F
48836	Alleman, Kara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kara Alleman	A32.3A; A32.3F
40079	Allen Haynes, Lindsay	The greatest source of congestion and risk to safety and business infrastructure is avalanche occurrence on highway 210 between Snowbird and Alta. Avalanche tunnels are one superior mitigation and should be considered. They can be aesthetic, impact the environment marginally over the current road area, increase safety, decrease congestion and increase the number of business days open. These tunnels are used throughout Europe and Japan where roads intersect avalanche paths. They protect both public and commercial traffic, bikers and bullet trains from major avalanche paths. Given the likelihood that disruption of wooded areas outside of roadways may not be approved, UDOT should consider avalanche tunnels as a critical component in a multi part plan to resolve traffic congestion in Little Cottonwood. Unlike the gondola, the avalanche tunnel can relieve the restricted commercial supply travel during avalanche risk. This is what makes them a popular solution world wide. The additional comment period serendipitously arrives during a time when business is halted due to road closures caused by repeated avalanche activity in the canyon. Currently, patrons have been stranded up the canyon for days and the crews on the ground have been working tirelessly against nature to clear a path for supplies and human travel. This is the worst case scenario; A complete road closure for days that has likely cost resorts and Utah hundreds of thousands of dollars in labor and lost infrastructure and put humans at risk. In addition to this, a more frequent occurrence is the routine closure of 210 between Alta and Snowbird. According to my estimate, this has occurred on half of all ski weekends this season and when it is closed, results in hours of delayed travel and canyon closures. When closed, all traffic up and down to Alta must go through the Snowbirds parking lot located on the bypass road. This not only causes congestion for Alta drivers, but the entire canyon being held by this bottle neck. An avalanche tunnel would allow the road to be open 100% of days. It would allow for traffic lights that regulate how many drivers may enter the highway at a time from the two resorts. I encourage you to review some of the beautiful and nature inspired designs of these tunnels in Japan, a country which honors and respects the beauty and power of nature, much in the same way the residents and visitors of little cottonwood canyon do. An avalanche tunnel will be a modern, popular solution. It is the right thing to do for the employees and families of UDOT, Alta and Snowbird, who have been tasked with holding back nature by hand. An avalanche tunnel(s) in combination with increased buses, parking reservations and a traffic light system for controlling how many cars enter the roadway will work. The tunnel will be an investment in our future and if done well, will be a legacy for UDOT, Alta and Snowbird. Thank you For Your Consideration, Lindsay Allen Haynes	A32.29VV
51464	Allen, Abby	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abby Allen	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49735	Allen, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Allen</p>	A32.3A; A32.3F
55586	Allen, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Allen</p>	A32.3A; A32.3F
48354	Allen, Annelise	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project. Salt Lake City greatly needs to conserve and allocate both financial and ecological resources and this project will do neither, spending more money than it would bring in, bringing more people into the canyon just to ride the gondola while not resolving traffic issues, causing more emissions in the valley just to use the gondola, and costing so much money that could be used elsewhere. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annelise Allen</p>	A32.3A; A32.3F
42301	Allen, Brianna	<p>I DO NOT support the gondola and would like to make my voice heard against it. I believe it is too heavy an impact on our canyon, and does not address the real issues.</p>	A32.29VV
49491	Allen, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Allen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50214	Allen, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Allen</p>	A32.3A; A32.3F
45118	Allen, Daphne	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daphne Allen</p>	A32.3A; A32.3F
45538	Allen, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Allen</p>	A32.3A; A32.3F
55880	Allen, Jarom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>How about we spend 1.4 Billion (yes, with a B) on protecting the Great Salt Lake, rather than on a gondola that nobody wants and that we don't need?</p> <p>Regards, Jarom Allen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47975	Allen, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Allen</p>	A32.3A; A32.3F
49979	allen, jessie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, jessie allen</p>	A32.3A; A32.3F
53777	Allen, Josh	<p>To whom it may concern,</p> <p>As a lifelong Utah resident and current law student, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Allen</p>	A32.3A; A32.3F
55552	Allen, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Allen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47131	Allen, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Allen</p>	A32.3A; A32.3F
51340	Allen, Linsey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Linsey Allen</p>	A32.3A; A32.3F
50270	Allen, LoraLynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, LoraLynn Allen</p>	A32.3A; A32.3F
52223	Allen, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Allen</p>	A32.3A; A32.3F
50932	Allen, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Allen</p>	
55273	Allen, Margaret	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Margaret Allen</p>	A32.3A; A32.3F
41895	Allen, Margaret	<p>April 16, 2023</p> <p>Margaret A. Allen [REDACTED]</p> <p>UDOT Little Cottonwood Canyon Opinion Letter</p> <p>littlecottonwoodeis.udot.utah.gov</p> <p>Hello,</p> <p>I do not support the construction of a GONDOLA as good solution to the challenges of Little Cottonwood Canyon transportation. My opposition to a gondola has been long-term and for solid reasons. My principal objections are:</p> <p>The cost of the project is excessive, and it is not a good use of public funds. The transportation solution is not feasible for many canyon users. Examples: Picnicking public have no way to transport bulk items. There are only two destinations.</p> <p>Affordability to the Public. Once built, can families afford it use it? There has been little mention of this basic factor!</p> <p>Suitability: A narrow glacial canyon would be permanently changed. We value the area because of its pristine nature. The beauty of the Canyon would be marred.</p> <p>Pollution of the watershed! Toxic minerals will be released downstream. Irreversible and unsightly ecological damage of deep drilling, blasting, rock falls and avalanche. Danger and difficulty of transportation of tall steel beams and parts, etc., to the area. Canyon blockages and traffic hazards during construction would be unavoidable.</p> <p>Gondola B Plan would bring more people to the area than Little Cottonwood Canyon can tolerate without damage. I feel that there would be major disruption to the canyon's wildlife. The area supports a fragile flora and fauna environment.</p> <p>I appreciate the hard work the UDOT has done. We have learned something from the research and studies by the department. We have also had our eyes opened by the avalanches of 2023. Let's look to more practical solutions. Would roomy 10-12-person passenger vans, on-call from park and ride locations be workable? A nice hotel complex near the canyons would bring the visitors closer to the resorts. The parking reservation system at Alta Ski Area has worked well. Gondolas work beautifully in many places but please, do not select this solution in Little Cottonwood Canyon!</p> <p>Thank you,</p> <p>Margaret A. Allen [REDACTED]</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40652	Allen, Mark	The proposed Gondola idea is not a fit for Little Cottonwood Canyon. The Wilderness areas and viewshed will be no longer wilderness if there are towers, and cables and noise and a Gondola floating overhead. The whole notion of wilderness will be destroyed by this mechanism and should be stopped. In the Grand Canyon to protect the wilderness experience, air traffic is routed around the Grand Canyon, the idea is the same. To protect LCC, the viewshed, the roadless areas and associated preservation of quiet should not be infringed. The viewshed protection should be weighted heavily in favor of protection. The Gondola is not a fit for LCC it should be removed from any future proposal. The ski resorts should simply figure out how to get patrons to their resort on their dime, not on the back of taxpayers.	A32.3A
41733	Allen, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Allen</p>	A32.3A; A32.3F
55548	Allen, Mike	To whom it may concern, My family and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter the landscape, threaten watershed and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," or support taxation for a project that would fail to improve canyon access for non-resort users while benefiting few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mike Allen	A32.3A; A32.3F
56222	Allen, Rachel	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Allen</p>	A32.3A; A32.3F
56363	Allen, Rachel	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
39992	Allen, Robert	At the very least Udot needs two tolled directional entering gates to LCC. One breeze bye for vetted vehicles. The the other for everyone else. In a perfect world we would have a tunnel train up LCC, through to BCC and down and across. I understand there are no easy solutions.	A32.29VV
45332	allen, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer allen</p>	
54833	Allen, Summer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Summer Allen</p>	A32.3A; A32.3F
40985	Allen, Susan	<p>The qualities that I love about Little Cottonwood Canyon include clean water, diverse wildlife, wildflowers and recreation opportunities. In addition to violating federal Roadless area rules, building the permanent structures involved with the gondola in one of the Wasatch Mountains' protected areas would destroy natural areas and all that I love about Little Cottonwood Canyons for future generations. Instead of building a gondola in a federally designated Roadless area, which provides a buffer to federally designated Wilderness areas, UDOT should expand its analysis to consider an enhanced electric bus option, which is something that taxpayers like myself, strongly support.</p>	A32.3A; A32.3F
48108	Allen, Susannah	<p>To whom it may concern,</p> <p>The first time I drove up Little Cottonwood, I was astonished by its beauty. I could t wait to bring my family there to share with them nature's glory. As a skier, I would rather sit in traffic and take in the amazing scenery than knowing my skiing has caused it to be destroyed.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susannah Allen</p>	A32.3A; A32.3F
40777	Allenick, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, mandatory parking reservations at ski resorts, and the addition of avalanche snow sheds over the most frequent slide paths which cross the road.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brad Allenick</p>	
50050	Alles, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Alles</p>	A32.3A; A32.3F
52895	Alley, Ashley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ashley Alley</p>	A32.3A; A32.3F
43516	Alley, Munro	<p>To whom it may concern,</p> <p>This is the third comment period that I've submitted a comment for in opposition to the gondola, so please forgive me for using the prewritten message suggested by Patagonia. My feelings on this matter are as strong as ever.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Munro Alley</p>	A32.3A; A32.3F
48788	Allgaier, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Thomas Allgaier	
50417	allgeyer, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra allgeyer</p>	A32.3A; A32.3F
43291	Allgood, Grant	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grant Allgood</p>	A32.3A; A32.3F
40291	Allgood, Sally	No gondola	A32.29VV
53532	Allison, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Allison</p>	A32.3A; A32.3F
42232	Allison, Bryan	The gondola should absolutely be built to service both the Big and Little Cottonwood Canyons. This would significantly reduce traffic, pollution and potential loss of live from driving. The minimal footprint the tower pads would occupy are insignificant in comparison to the destructive and continual impact of the number of vehicles using the canyon roads. Those that are against this are not looking at the facts. For all those environmentalists, there is no "greener" solution than this gondola proposal. I also support building gondolas connecting Park City and the Cottonwood resorts. I and 100% for this!	A32.29VV
51814	Allison, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Allison</p>	
48708	Allison, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Allison</p>	A32.3A; A32.3F
43496	allison, Mattison	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mattison allison</p>	A32.3A; A32.3F
47003	Allphin, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Allphin</p>	A32.3A; A32.3F
44452	Allport, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tyler Allport</p>	
51824	Allred, Abbygayle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbygayle Allred</p>	A32.3A; A32.3F
43294	Allred, Abigail	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abigail Allred</p>	A32.3A; A32.3F
47572	Allred, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Allred</p>	A32.3A; A32.3F
44569	Allred, Briella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briella Allred</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45071	allred, camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, camille allred</p>	A32.3A; A32.3F
53904	Allred, Chanae	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Chanae Allred</p>	A32.3A; A32.3F
51290	Allred, Dustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustin Allred</p>	A32.3A; A32.3F
45137	Allred, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Allred</p>	A32.3A; A32.3F
52683	Allred, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Allred</p>	
56074	Allred, Eva	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eva Allred</p>	A32.3A; A32.3F
43871	allred, grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grace allred</p>	A32.3A; A32.3F
52900	Allred, Janet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janet Allred</p>	A32.3A; A32.3F
54551	Allred, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Allred</p>	
53911	Allred, Jim	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jim Allred</p>	A32.3A; A32.3F
53677	Allred, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Allred</p>	A32.3A; A32.3F
54114	Allred, Kailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailee Allred</p>	A32.3A; A32.3F
51834	Allred, Lacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lacy Allred	
47909	Allred, Madison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madison Allred	A32.3A; A32.3F
45393	Allred, Mark	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mark Allred	A32.3A; A32.3F
46358	Allred, Mike	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mike Allred	A32.3A; A32.3F
48086	Allred, Noelle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Noelle Allred	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42734	Allred, Seth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Seth Allred</p>	A32.3A; A32.3F
46564	Allred, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Allred</p>	A32.3A; A32.3F
50355	Allred, Willow	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Willow Allred</p>	A32.3A; A32.3F
53550	Allsop, Ashelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashelyn Allsop</p>	A32.3A; A32.3F
54576	Allsop, Yvonne	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Yvonne Allsop</p>	
46159	Allworth, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Allworth</p>	A32.3A; A32.3F
43681	almaraz, Edgar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edgar almaraz</p>	A32.3A; A32.3F
42006	Almeda, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Almeda</p>	A32.3A; A32.3F
49618	Almony, Erin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erin Almony</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50576	Almquist, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Almquist</p>	A32.3A; A32.3F
41782	Almquist, Melinda	<p>I am a season pass holder at Alta and have been skiing at the resort for 30 years.</p> <p>The Enhanced Bus Service with the Mobility Hub at the Gravel Pit and Toll Booths is the reasonable choice in the Big Picture. If you really want to know how the people of this state feel about their taxes being used for this decision then it should go to a state wide general vote.</p> <p>My husband has also skied Alta for 48 years. Both of us would be willing to change our habits of driving up to using the bus more and buying an Annual LCC pass.</p> <p>Thanks UDOT for listening to the people and for the care in maintaining 210.</p>	A32.29VV
48359	Alnawafleh, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Alnawafleh</p>	A32.3A; A32.3F
41394	Alpert, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Alpert</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44343	Alread, Ethan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ethan Alread</p>	A32.3A; A32.3F
51969	Alston, Kalinee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalinee Alston</p>	A32.3A; A32.3F
43059	Altenburg, Haylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haylee Altenburg</p>	A32.3A; A32.3F
47690	Altenburger, Kristofor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristofor Altenburger</p>	A32.3A; A32.3F
52543	althouse, dawson	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, dawson althouse</p>	
41437	Altnau, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Altnau</p>	A32.3A; A32.3F
46100	Alvarado, Miguel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miguel Alvarado</p>	A32.3A; A32.3F
48260	Alvarez, Belen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Belen Alvarez</p>	A32.3A; A32.3F
49294	Alvarez, Julian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julian Alvarez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56319	Alvarez, Luke	<p>To whom it may concern,</p> <p>I support the Little Cottonwood Canyon Gondola project and encourage you to consider this innovative solution for reducing traffic congestion in the canyon. The gondola will improve traffic congestion and facilitate easy transportation for visitors, while preserving the natural beauty of Twin Peaks, Lone Peak, and White Pine Roadless Areas, protecting our critical watershed, maintaining popular rock climbing areas, and minimizing disruption to running, backcountry skiing, and hiking in the area.</p> <p>I endorse a proposal that accommodates the need for efficient transportation while maintaining the integrity of "Roadless" land classifications. By investing in the gondola project, we can provide canyon access for non-resort users, benefiting a wide range of people. The gondola adheres to the "Roadless Rule" by offering a non-invasive solution for transportation that preserves the environment.</p> <p>I believe in exploring innovative solutions, such as the world's largest gondola, to address traffic congestion and improve access to recreational areas. By combining the gondola project with additional measures, such as carpool incentives (e.g., occupancy-based tolling), year-round enhanced bus service with stops at multiple locations, more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts, we can create a comprehensive approach to addressing the challenges in Little Cottonwood Canyon. The gondola project represents a bold step towards a more sustainable and accessible future for all who enjoy this beautiful area.</p> <p>Regards, Luke Alvarez</p>	A32.3A; A32.3F
55297	alverson, tabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tabi alverson</p>	A32.3A; A32.3F
52849	Alvey, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Alvey</p>	A32.3A; A32.3F
40183	Alvord, Shelley	<p>It seems that you are ignoring the primary comment which is that the citizens of salt lake county do not want the gondola. The answer is not to see how many out of staters can hit the slopes, at a high cost to the residents, most of whom don't ski because of the high cost. Have a good bus system, and limit the number of skiers at the resorts. You are not listening. Members of my family couldn't ski because it took almost 3 hrs to get up the canyon. This is ridiculous. You are clearly asking the wrong questions, and not giving ear to the residents. All over the mighty dollar. That's a shame.</p>	A32.29VV
52884	AM, Jacks	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jacks AM	
49844	Amador, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Amador</p>	A32.3A; A32.3F
42895	Amann, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Amann</p>	A32.3A; A32.3F
42284	Amaral, Derrick	We don't want this. Period.....	A32.29VV
42280	Amaral, Richard	I am against building a gondola in Little or Big Cottonwood Canyons. I don't want to pay taxes for something I will not use and I don't want to subsidize out of state skiers.	A32.29VV
42274	Amaral, Robyn	<p>I DO NOT support having a gondola built in any of the canyons along the Wasatch front for a number of reasons. 1) Too costly for taxpayers that would not benefit from the gondola. It only subsidizes the ski industry. 2) I do not want more people in the canyons that will impact the experience when in the canyons. Too many people is not a good thing.</p> <p>3) Building infrastructure will impact the beauty of the canyons.</p>	A32.29VV
41680	Amat, Simon	If anything this 2022-2023 record-setting winter showed us, it's that the proposed alternative of increased ground transportation will simply make the congestion in LCC worse. The only long-term solution to winters in LCC is to have a gondola-style transportation that will operate at all time even during avalanche control in the canyon.	A32.29VV
55124	Amaya, Jaime	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jaime Amaya</p>	A32.3A; A32.3F
47597	Amaya, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia Amaya</p>	
43329	amber, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley amber</p>	A32.3A; A32.3F
40561	Ambler, Will	<p>A gondola from the base of LCC is about the stupidest [REDACTED] I can think of as a "traffic solution." Throwing up some Disneyland European [REDACTED] is just a canyon demolishing tourist attraction. It will do little to mitigate the crowding that happens in the canyon and, most notably, at its mouth. The funnel is often the problem, and once you're in the canyon, you're moving at a fine pace. The most tiresome for me is sitting and waiting for mitigation to be done. If only we had a solution which was impervious to avalanches, certainly not the machine with a tower sitting in the spillout of tanners and with high tension cables being dodged by artillery shrapnel. Tolling and improved public transit have been proven to work (outside of the mitigation issue). It feels like common sense to start with that, and then maybe think about taking further steps. Traffic was bad this year. The bus service was slashed by more than half. More people drove their cars. It was only busy at certain times on a dozen or so days. Permanently destroying a big part of LCC for the benefit of patrons of private businesses on a few days of the year seems unethical given that the vast majority of lcc is theoretically public land. Instead of spending billions on an engineers compensation, spend millions on buses and well-paid bus drivers. Make private vehicles pay a toll and pump the money back into the public transit. Toll booth at snowbird entry 1 and beyond. New roads don't belong in wilderness, designated historic areas, well established climbing areas, or designated roadless areas. The impact to the water, climbing, viewscape, and actual traffic resolution is unacceptable. A 6 year old presented with the facts we have could make the right decision. Maybe ask your kids what you should do.</p>	A32.3A; A32.3F
51053	Ambrose, Alicia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alicia Ambrose</p>	A32.3A; A32.3F
42654	ambrose, carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, carson ambrose</p>	
44271	Ambrose, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Ambrose</p>	A32.3A; A32.3F
40845	Ambrose, Leigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leigh Ambrose</p>	A32.3A; A32.3F
53131	Ambrose, Maddie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maddie Ambrose</p>	A32.3A; A32.3F
43895	Ambrose, Marcie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcie Ambrose</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51453	Amburgey, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Amburgey</p>	A32.3A; A32.3F
49494	Amen, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Amen</p>	A32.3A; A32.3F
44336	ames, alexi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, alexi ames</p>	A32.3A; A32.3F
44384	amico, alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alyssa amico</p>	A32.3A; A32.3F
55692	Amirkhanashvili, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Amirkhanashvili</p>	
51801	Amis, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Amis</p>	A32.3A; A32.3F
43873	Ammirato, Joseph	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joseph Ammirato</p>	A32.3A; A32.3F
45481	Ammon, Shondene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shondene Ammon</p>	A32.3A; A32.3F
43745	ampula, tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tessa ampula</p>	
47256	Amsel, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Amsel</p>	A32.3A; A32.3F
48469	Amstutz, Eliza	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eliza Amstutz</p>	A32.3A; A32.3F
50369	Amy, Meadows	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meadows Amy</p>	A32.3A; A32.3F
40763	Anaquod, Damian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Damian Anaquod</p>	
55466	Andam, Tee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tee Andam</p>	A32.3A; A32.3F
40983	Andelin, Jennifer	<p>I support the Gondola and hope that the seemingly endless studies can be completed soon so construction can begin.</p>	A32.29VV
49377	Anderegg, Matthew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Matthew Anderegg</p>	A32.3A; A32.3F
48490	Anderl, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Anderl</p>	A32.3A; A32.3F
54196	Anders, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ellie Anders	
44473	Anders, Rachel	<p>To whom it may concern,</p> <p>I wholeheartedly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Rachel Anders</p>	A32.3A; A32.3F
39952	Anders, Steve	Mother Nature is in control and this weeks snowfall and avalanches is the very reason Why we need a Gondola!! Build it.	A32.29VV
45490	Anders, Susannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Susannah Anders</p>	A32.3A; A32.3F
48187	Andersen, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Andersen</p>	A32.3A; A32.3F
48318	Andersen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Emily Andersen</p>	
52857	Andersen, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Andersen</p>	A32.3A; A32.3F
45675	Andersen, Geoffrey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Geoffrey Andersen</p>	A32.3A; A32.3F
55133	Andersen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Andersen</p>	A32.3A; A32.3F
43186	Andersen, Jacee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacee Andersen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53235	Andersen, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Andersen</p>	A32.3A; A32.3F
49140	Andersen, John	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Andersen</p>	A32.3A; A32.3F
56353	Andersen, Lace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lace Andersen</p>	A32.3A; A32.3F
47986	Andersen, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Andersen</p>	A32.3A; A32.3F
53824	Andersen, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Andersen</p>	
51069	Andersen, Preston	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Preston Andersen</p>	A32.3A; A32.3F
52856	Andersen, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Andersen</p>	A32.3A; A32.3F
45480	Andersen, Ty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ty Andersen</p>	A32.3A; A32.3F
52933	Anderson, Addie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addie Anderson</p>	
41050	Anderson, AJ	<p>I do not want want extra lanes, a train or a gondola. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I value about Little Cottonwood Canyon: diverse plant life, clean water, diverse wildlife, breathtaking views, and endless recreation opportunities (rock climbing/ hiking/ cross country skiing). If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? Zion's National Park has successfully preserved their natural spaces. We could adopt a similar thing here. Yes, it might limit the ski resorts but the canyon is more than that. UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas? As a Utah resident, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola, trains and extra lanes in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F; A32.3G; A32.3I; A32.10G
41502	Anderson, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Anderson</p>	A32.3A; A32.3F
48559	Anderson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Anderson</p>	A32.3A; A32.3F
46994	Anderson, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Anderson</p>	
50362	Anderson, Breeann	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Please consider all of the damage you will be doing to a naturally beautiful area, and how you will destroying beauty and recreation for countless individuals - especially those those who will have to pay for a gondola that they will never use. This gondola will not rid the road of car traffic, instead it will create an unwanted financial burden on citizens, plus extra road closure for tasks like inevitable gondola servicing (possibly due to avalanche damage like we have seen in 2023). There are better, more financially reasonable, alternatives to solving the traffic in the canyon. We will not allow the gondola to destroy our home. Regards, Breeann Anderson</p>	A32.3I A32.3A; A32.3F
52662	Anderson, Britnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britnie Anderson</p>	A32.3A; A32.3F
47489	Anderson, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Anderson</p>	A32.3A; A32.3F
49879	Anderson, Carley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carley Anderson</p>	
42790	Anderson, Carly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Carly Anderson</p>	A32.3A; A32.3F
53189	Anderson, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Anderson</p>	A32.3A; A32.3F
50461	Anderson, Cassilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassilyn Anderson</p>	A32.3A; A32.3F
49122	anderson, cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cody anderson</p>	
41916	Anderson, Dallas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Dallas Anderson</p>	A32.3A; A32.3F
51307	Anderson, Dallen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallen Anderson</p>	A32.3A; A32.3F
40086	Anderson, Dianne	Please DO NOT build gondolas in our canyons. More buses would be a much better solution.	A32.29VV
42661	Anderson, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Anderson</p>	A32.3A; A32.3F
43205	Anderson, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle Anderson</p>	
42549	Anderson, Ellie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellie Anderson</p>	A32.3A; A32.3F
48995	Anderson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Anderson</p>	A32.3A; A32.3F
44001	Anderson, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Anderson</p>	A32.3A; A32.3F
52283	Anderson, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Anderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48401	Anderson, Gavin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gavin Anderson	A32.3A; A32.3F
52551	Anderson, Gaz	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gaz Anderson	A32.3A; A32.3F
44938	anderson, hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, hannah anderson	A32.3A; A32.3F
50161	Anderson, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Anderson	A32.3A; A32.3F
40438	Anderson, Ileana	The enhanced bus option (without widening the road) appears to make the most sense. It is faster than the gondola time-wise, has less of an environmental impact on the canyon, and would cost taxpayers far less money. With the addition of future snowsheds, this is the most viable option. Ths gondola seems excessively expensive, would not save riders any transport time, and could not safely operate in conditions such as those we have had most of the winter. Would be a waste of money and resources and not	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>achieve the desired outcome of reducing traffic (would likely just transfer the traffic to the gondola parking lot entrance), and would take hours to get every rider up the canyon. Additional busses, running more frequently from the park and ride at base of canyons is the best option.</p>	
48152	Anderson, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Anderson</p>	A32.3A; A32.3F
48903	anderson, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack anderson</p>	A32.3A; A32.3F
44714	Anderson, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Anderson</p>	A32.3A; A32.3F
50182	Anderson, Janet	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Janet Anderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46381	Anderson, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Anderson</p>	A32.3A; A32.3F
44019	Anderson, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Anderson</p>	A32.3A; A32.3F
52639	Anderson, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Anderson</p>	A32.3A; A32.3F
48654	Anderson, Jill	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jill Anderson</p>	A32.3A; A32.3F
52899	Anderson, Joey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joey Anderson</p>	
54907	Anderson, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Anderson</p>	A32.3A; A32.3F
55327	Anderson, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Anderson</p>	A32.3A; A32.3F
39348	anderson, jonathan	<p>I feel that it is of critical importance to ensure that the IRA is not violated in anyway. No allowance or deviation to the existing rules should occur. The White Pine and Twin peak IRA are a treasure that should not be allowed to be despoiled just to appease people or allow a blight of a gondola to track through those areas.</p> <p>I feel the desire to have access to area just to install gondola or extra roads is too egregious of a violation to the spirit of the IRA and so do not allow new or additional exemptions or circumstances to change the RACR</p>	A32.3A; A32.3H
47084	Anderson, Katie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Anderson</p>	A32.3A; A32.3F
51421	Anderson, Katlynn	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katlynn Anderson</p>	
47771	Anderson, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Anderson</p>	A32.3A; A32.3F
52510	Anderson, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Anderson</p>	A32.3A; A32.3F
40415	Anderson, Klay	<p>This winter has been OTT. Many have used this as a 'the gondola would mitigate this' affirmation and nothing is further from the truth. Locals will not pay to use the gondola; it will take too much time and they don't have the income. During most of this intense weather, the gondola would not be allowed to operate nor would the few patrons be allowed to use it. Even if they could, they would balk at having to go back up to get their vehicle and stay. The best way is to go (after talking with many service drivers and private citizens), is to go with three lanes K (2-up AM and 2-down PM) with possible snow sheds. Some pointed out the Flex lanes on 5400 south are at times hard due to drivers unfamiliarity with the operation. Well, sure. But there are way fewer intersections on SR210 and speeds are slower. This plan could be implemented as well up BCC and breed familiarity over time.</p>	A32.29VV
39388	Anderson, Klay	<p>More and more this is becoming a for-profit venture for a few with serious environmental concerns and huge cost overruns if built. If one were to ask every car in the 'conga line' up LCC 'would you take the gondola?' the resounding answer would be 'NO'. First they cannot afford it and second, it takes too much time. The other thing that the gondola would do is shift the parking nightmare to their 'boarding area' and still not relieve the traffic slowdown. The correct and long-term answer includes a three-lane road. Two up in the AM and two down in the PM. This would also alleviate the traffic merge cockups at Snowbird.</p>	A32.29VV
44942	Anderson, Kobe	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kobe Anderson</p>	
48312	Anderson, Konrad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Konrad Anderson</p>	A32.3A; A32.3F
53806	Anderson, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Anderson</p>	A32.3A; A32.3F
53611	Anderson, Laura	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laura Anderson</p>	A32.3A; A32.3F
39566	Anderson, LeRoy	I am for as much wilderness designation as possible. The mountains are a priceless haven from the big city.	A32.29VV
39568	Anderson, LeRoy	Stop the gondola and use buses instead. Cheaper and better for the canyon.	A32.29VV
51986	Anderson, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Anderson</p>	
49592	Anderson, Liv	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I suggest creating a maximum occupancy for the canyon instead of proceeding with any kind of construction or changes made to the canyon. Simply closing the canyon to oncoming traffic and having that information easily accessible to canyon goers.</p> <p>Regards, Liv Anderson</p>	A32.3A; A32.3F
47839	Anderson, Logan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Logan Anderson</p>	A32.3A; A32.3F
46335	Anderson, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Anderson</p>	A32.3A; A32.3F
48114	anderson, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running ,backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke anderson</p>	
47015	Anderson, Lyndsey	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndsey Anderson</p>	A32.3A; A32.3F
49977	Anderson, Madde	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madde Anderson</p>	A32.3A; A32.3F
54745	Anderson, Marilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marilyn Anderson</p>	A32.3A; A32.3F
39345	Anderson, Mary	I would like to see either Gondola A or Gondola B.	A32.29VV
41424	Anderson, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Anderson</p>	
54974	Anderson, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Anderson</p>	A32.3A; A32.3F
45283	Anderson, Mena	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mena Anderson</p>	A32.3A; A32.3F
41760	Anderson, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Anderson</p>	A32.3A; A32.3F
55340	Anderson, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Anderson</p>	
41408	Anderson, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Anderson</p>	A32.3A; A32.3F
55033	Anderson, Nicole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nicole Anderson</p>	A32.3A; A32.3F
48588	Anderson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Anderson</p>	A32.3A; A32.3F
54795	Anderson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Anderson</p>	
43373	Anderson, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Anderson</p>	A32.3A; A32.3F
39650	Anderson, Phyllis	<p>I am confused that this is coming around again. Apparently this is because of the 2001 Roadless Rule, meant to preserve our precious lands. I fail to see how huge gondola towers could be allowed in a roadless area, especially when roads would likely be built for construction. I worked on the committee to obtain the first wilderness area in Utah, the Lone Peak Wilderness, so it follows that I would be appalled at the idea of building a gondola purely for the use of out of state skiers for a few months out of the year. It would do harm to the land and our water and would provide no access to all the trailheads in LCC -- those used by Utah RESIDENTS. I favor buses, preferably electric, bus lanes, and reservation systems for canyon use. Please don't allow special interest groups to prevail in this travesty. The majority of Utahns do not want to pay for a gondola that will forever destroy the beauty of LCC.</p>	A32.29VV
49749	Anderson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Anderson</p>	A32.3A; A32.3F
44102	Anderson, Rexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rexie Anderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43771	anderson, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby anderson</p>	A32.3A; A32.3F
50758	Anderson, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Anderson</p>	A32.3A; A32.3F
47001	Anderson, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Anderson</p>	A32.3A; A32.3F
52875	Anderson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Anderson</p>	A32.3A; A32.3F
43108	Anderson, Shelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shellie Anderson</p>	
51213	Anderson, Sophia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sophia Anderson</p>	A32.3A; A32.3F
55607	Anderson, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Anderson</p>	A32.3A; A32.3F
55703	Anderson, Stian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stian Anderson</p>	A32.3A; A32.3F
52824	Anderson, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Anderson</p>	
48549	Anderson, Teressa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Teressa Anderson</p>	A32.3A; A32.3F
46967	Anderson, Tristyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristyn Anderson</p>	A32.3A; A32.3F
48079	Anderson, Virginia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Virginia Anderson</p>	A32.3A; A32.3F
55382	Anderson, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Zack Anderson</p>	
48978	Andersson, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Andersson</p>	A32.3A; A32.3F
52404	Anderton, Chelsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsa Anderton</p>	A32.3A; A32.3F
50513	Anderton, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Anderton</p>	A32.3A; A32.3F
49819	Andes, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Andes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42916	Andra, Samantha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samantha Andra	A32.3A; A32.3F
47560	andrade, karla	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, karla andrade	A32.3A; A32.3F
42123	Andrade, Shawn	First, I am grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon. The proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan. Furthermore, it would be a gross misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat).	A32.3A; A32.3F
55698	Andras, James	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, James Andras	A32.3A; A32.3F
47068	Andrascik, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Andrascik	A32.3A; A32.3F
50874	Andreasen, Natasha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natasha Andreasen</p>	
54927	Andreason, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Andreason</p>	A32.3A; A32.3F
55557	ANDres, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle ANDres</p>	A32.3A; A32.3F
52263	Andresen, Katherine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katherine Andresen</p>	A32.3A; A32.3F
41333	Andrews, Alex	<p>"I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts." I also support the idea of Limited Ticket and season pass sales to The ski resorts involved. The capacity of these spaces is overflowed, and Needs to be limited to numbers that make sense for a safe and quality user experience.	
48928	Andrews, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Andrews</p>	A32.3A; A32.3F
49544	Andrews, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Andrews</p>	A32.3A; A32.3F
44902	andrews, Isabel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Isabel andrews</p>	A32.3A; A32.3F
51190	Andrews, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Andrews</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41543	Andrews, Katy	<p>A gondola has no place in Little Cottonwood Canyon (LCC) and should not be exempt from the Roadless Rule. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan. UDOT's poor interpretation of the Roadless Rule absurd. To suggest that the gondola system (towers, snow sheds, angle stations and timber removal) is exempt from the Roadless Rule is blatant and intentional ignorance of what the Rule is intended to protect. These areas have environmental values (e.g. watershed, views, dispersed recreation, timber, vegetation, and habitat) that are mandated to be protected under the Roadless Rule and are inherent to Little Cottonwood Canyon, which UDOT's preferred alternative would destroy.</p> <p>The proposed gondola should not be exempt from the Roadless Rule. It is a permanent highway project that would have negative impacts on our watershed, plant and animal communities, recreation opportunities, and more. We all depend on the preservation of these areas.</p>	A32.3A; A32.3G
51491	andrews, lilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lilian andrews</p>	A32.3A; A32.3F
39546	Andrews, Mike	No tolling, no gondola, widen whole road to 3 lanes and flex lanes , passes are ski passes are expensive, enough already	A32.29VV
54028	Andrews, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Andrews</p>	A32.3A; A32.3F
40557	Andrews, Robert	Electric buses should be considered. The idea of a gondola is a total joke and should be investigated for corruption in the developers and politicians proposing it.	A32.29VV
43577	Andrews, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Andrews</p>	A32.3A; A32.3F
48352	Andrus, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Andrus</p>	
52845	Angeles, Jiselle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jiselle Angeles</p>	A32.3A; A32.3F
49342	Angeletti, Mia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mia Angeletti</p>	A32.3A; A32.3F
39777	Angerosa, Jordan	I do not want a gondola in the little cottonwood canyon roadless area	A32.29VV
40997	Angle, Max	I fully support the gondola plan. As an avid user of the canyon, I think it is the best solution for the short and long term. I hope it is implemented quickly.	A32.29VV
52465	anglen, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison anglen</p>	A32.3A; A32.3F
56198	Anglesey, Gwyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwyn Anglesey</p>	
43180	Anguita, Daniela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniela Anguita</p>	A32.3A; A32.3F
51789	Angus, Liam	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Liam Angus</p>	A32.3A; A32.3F
50617	Anievas, Nelson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nelson Anievas</p>	A32.3A; A32.3F
56224	Ann Adams, Khara	<p>I absolutely oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please understand this is my backyard and access to unmolested land is crucial to the community. I demand you acknowledge the majority of UTAH RESIDENTS that live and play in these canyons and not submit to the PRIVILEGE of a few. Thank you.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40988	ann jenkins, mary	<p>I do not support this proposal. First, it reduces 'roadless' areas that are essential for wildlife, water quality, and world-class outdoor recreation.</p> <p>Second, while price to tax-payers is estimated at more than a billion \$\$\$</p> <p>(gondola \$592 million; bus system \$510 million), I am not convinced that the proposal is cost-effective or solves the traffic congestion problem. AND, why, why? are only fossil fueled, and not electric, buses being considered. (Really? This is 2023, not 1963!) Please, no road widening, add protected bike lanes, eliminate cars, and provide ELECTRIC bus transportation (like Zion National Park Shuttle system does), with bus depots and car parking situated WAY, WAY outside the mouth of the canyon.</p>	A32.3F; A32.10G; A32.3A
41726	Ann Wright, Mary	A gondola and the destruction it will bring is a death sentence for Little Cottobwood Canyon. It will forever alter the landscape, hurt wildlife and do nothing to curb traffic in the canyon. Please use all other alternatives. Thank you.	A32.29VV
42608	Annen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Annen</p>	A32.3A; A32.3F
54866	Annen, Lauren	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Annen</p>	A32.3A; A32.3F
47054	Annis, Forrest	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Forrest Annis</p>	A32.3A; A32.3F
53185	Annis, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Annis</p>	
41494	Annoni, Pat	<p>I am TOTALLY AGAINST the gondola, because it directly violates the Roadless Rule.</p>	A32.29VV
41466	Ansari, Aaqib	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaqib Ansari</p>	A32.3A; A32.3F
49022	Ansari, Karsyn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karsyn Ansari</p>	A32.3A; A32.3F
48557	Ansari, Raha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raha Ansari</p>	A32.3A; A32.3F
45985	Antablin, Abbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbi Antablin</p>	
40838	Antenucci, Kiira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiira Antenucci</p>	A32.3A; A32.3F
52374	Anthony, Aidan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aidan Anthony</p>	A32.3A; A32.3F
50382	Anthony, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Anthony</p>	A32.3A; A32.3F
51348	Anthony, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Anthony</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40862	Anthony, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Anthony</p>	A32.3A; A32.3F
44256	Antillon, Gian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gian Antillon</p>	A32.3A; A32.3F
43119	Antonez, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Antonez</p>	A32.3A; A32.3F
52133	Antonick, Lane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lane Antonick</p>	A32.3A; A32.3F
49394	Antony, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Antony</p>	
50997	Anzalone, Julian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julian Anzalone</p>	A32.3A; A32.3F
52575	AP, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac AP</p>	A32.3A; A32.3F
43573	Apgood, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Apgood</p>	A32.3A; A32.3F
56203	Apgood, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Apgood</p>	
44367	Apolonio, Kobe	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kobe Apolonio</p>	A32.3A; A32.3F
41434	Aponte, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Aponte</p>	A32.3A; A32.3F
40769	Appel, Cordell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cordell Appel</p>	A32.3A; A32.3F
53691	Appiah, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Michaela Appiah</p>	
47271	Applegarth, Lia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lia Applegarth</p>	A32.3A; A32.3F
54818	Applegate, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Applegate</p>	A32.3A; A32.3F
47521	Appleton, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Appleton</p>	A32.3A; A32.3F
48690	Appleton, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Appleton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46699	arana, Mercedes	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mercedes arana</p>	A32.3A; A32.3F
53418	Aranda, Vince	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vince Aranda</p>	A32.3A; A32.3F
52977	Arbon, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton Arbon</p>	A32.3A; A32.3F
53383	Arce, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Arce</p>	A32.3A; A32.3F
53525	Arce, Gillian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gillian Arce</p>	
51799	Arce, Learsi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Learsi Arce</p>	A32.3A; A32.3F
56303	Archer, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Archer</p>	A32.3A; A32.3F
54505	Archer, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Archer</p>	A32.3A; A32.3F
50953	Archer, Denise	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Denise Archer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55464	archer, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James archer</p>	A32.3A; A32.3F
50342	Archer, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Archer</p>	A32.3A; A32.3F
50318	Archer, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Archer</p>	A32.3A; A32.3F
48761	Archibald, Alexi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alexi Archibald</p>	A32.3A; A32.3F
47108	archibald, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie archibald</p>	
50848	Archibald, Lydia	<p>To whom it may concern,</p> <p>This gondola will cost taxpayers and benefit only those who can afford the lift ticket. That, as well as the impact on the environment, is infuriating. The greater Salt Lake area is facing more pressing issues than this.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Archibald</p>	A32.3A; A32.3F
53628	Archuleta, Mimi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mimi Archuleta</p>	A32.3A; A32.3F
52886	Ard, Jennifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Ard</p>	A32.3A; A32.3F
46813	Ardry, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Ardry</p>	
40427	Arellano, Amelia	<p>There's no need for a gondola disturbing the natural beauty of utah and our little cottonwood canyon! this would be such a shame to all of utahs locals, doing us such a disservice by ruining nature's beauty. i'm not supportive of this idea.</p>	A32.29VV
41341	Arellano, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Arellano</p>	A32.3A; A32.3F
41151	Arendts, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Arendt</p>	A32.3A; A32.3F
39802	Argenta, Ryan	<p>No gondola. The new plan and phasing still will not solve the root issues of traffic and road closures, with a massive tax payer cost and little benefit. Do the right thing and shut this notion down.</p>	A32.29VV
49163	Argyle, Cash	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cash Argyle</p>	A32.3A; A32.3F
43264	Argyle, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Argyle</p>	
44067	Argyle, Kenlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenlie Argyle</p>	A32.3A; A32.3F
39519	Argyle, Larry	The Gondola is the only mode that will reduce the number of cars and buses without expanding the road and causing more pollution.	A32.29VV
40995	Arhart, Jane	NO to the gondola on environmental impacts!	A32.29VV
41645	Ari Hobfoll, Dr.	The construction of a gondola in Little Cottonwood Canyon (LCC) would absolutely violate the roadless rules currently in place for the Lone Peak, Twin Peaks, and White Pine areas. Although not literally a road, the gondola would require construction impact equivalent to or exceeding that of a road by removing trees and vegetation, creating permanent structures in roadless areas, creating access roads to construction areas, and negatively impacting the watershed, views, and plant and animal communities. Roadless areas are designated as such to protect sensitive areas and ecosystems, and any permanent human trafficking system blatantly violates and destroys those protections. Complying with the roadless rule is yet one more reason (in a long list of very viable reasons) that this gondola project should not be allowed to proceed. Ever.	A32.3A; A32.3H; A32.3F
47476	Arias, Wayra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Wayra Arias</p>	A32.3A; A32.3F
54179	Ariotti, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Anna Ariotti	
43862	Armendariz, Payge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payge Armendariz</p>	A32.3A; A32.3F
51291	Armento, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Armento</p>	A32.3A; A32.3F
53006	Arminen, Alexa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alexa Arminen</p>	A32.3A; A32.3F
46233	Armitstead, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Armitstead</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48042	Armstrong, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Armstrong</p>	A32.3A; A32.3F
56349	Armstrong, August	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, August Armstrong</p>	A32.3A; A32.3F
48519	Armstrong, Autumn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Autumn Armstrong</p>	A32.3A; A32.3F
47276	armstrong, jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jack armstrong</p>	A32.3A; A32.3F
51817	Armstrong, Kalin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalin Armstrong</p>	
41786	Armstrong, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Armstrong</p>	A32.3A; A32.3F
43378	Armstrong, Logan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Logan Armstrong</p>	A32.3A; A32.3F
56068	Armstrong, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie Armstrong</p>	A32.3A; A32.3F
44198	Arndt, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Arndt</p>	
45629	Arndt, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Arndt</p>	A32.3A; A32.3F
43413	Arnes, Kyla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kyla Arnes</p>	A32.3A; A32.3F
55259	Arneson, Sigrid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sigrid Arneson</p>	A32.3A; A32.3F
54663	Arnim, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kirsten Arnim</p>	
47907	Arnold, Caitria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitria Arnold</p>	A32.3A; A32.3F
50807	arnold, Cathy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cathy arnold</p>	A32.3A; A32.3F
49472	arnold, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole arnold</p>	A32.3A; A32.3F
55655	Arnold, Daxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daxton Arnold</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43797	Arnold, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Arnold</p>	A32.3A; A32.3F
50078	Arnold, Molly	<p>To whom it may concern, Hi! My name is Molly Arnold. I live in Santaquin, Utah. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. It will be very expensive and it shouldn't be built. Thank you. Regards, Molly Arnold</p>	A32.3A; A32.3F
45996	Arnold, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Arnold</p>	A32.3A; A32.3F
41871	Arnold, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Arnold</p>	A32.3A; A32.3F
53432	Arntz, Emmalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmalie Arntz</p>	
42121	Arostegui, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Arostegui</p>	A32.3A; A32.3F
47827	Arrigo, Jimmie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jimmie Arrigo</p>	A32.3A; A32.3F
50384	Arrington, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Arrington</p>	A32.3A; A32.3F
51472	Arrowood, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Arrowood</p>	
54372	Arroyo, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiden Arroyo</p>	A32.3A; A32.3F
46080	Arsteel, John	<p>To whom it may concern, It is completely ridiculous to not even attempt improving bus service before building an entire gondola with taxpayer dollars that only serves private interests. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Arsteel</p>	A32.3A; A32.3F
49840	Artache, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Artache</p>	A32.3A; A32.3F
46056	Arteaga, Jeanette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jeanette Arteaga</p>	
44509	Arthur, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Arthur</p>	A32.3A; A32.3F
39587	Arthur, Cory	<p>The gondola alternative has situated towers, angle stations, snowsheds, vegetation clearing and other highway projects, within one of the Wasatch's most protective designations, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Widening the road is also not advised due to the immense displacement of natural habitat and wildlife. No gondola.</p>	A32.3F
54798	arveseth, miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion, but it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I and many other Utahns cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that wouldn't even improve canyon access for non-resort users, only benefitting a handful of people. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is an intentional misinterpretation of the idea behind the rule.</p> <p>I instead support lower-cost solutions that utilize our existing infrastructure, like carpool incentives (such as occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, miles arveseth</p>	A32.3A; A32.3F
46777	Arvidson, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Arvidson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42155	Arvidson, Jackson	<p>To whom it may concern,</p> <p>I hope that this wild and wet winter has come just in time to show all interested groups that a gondola is NOT the solution canyon users seek.</p> <p>Avalanches would have most likely wiped out future gondola.</p> <p>As our climate continues to change scientists are expecting continuing seasons with departures further from "normal".</p> <p>Snow sheds seem to be the best way to mitigate these hazards.</p> <p>Snow sheds would ensure the employees at the resort can make it to work at whatever hour they need do to do so as well the food and supplies needed to fuel all employees and guest.</p> <p>In my mind this means that a few years down the road and these historic avalanches we are seeing may not seem so historic as we have potentially wetter and warmer storms hitting the central Wasatch.</p> <p>It was sad to see bus service reduced this year, and as much as people tried to use the service they were disincentivized. Additional buses with stops further from the canyon would help alleviate the neighborhood traffic issues. It just seems like a such a low impact improvement.</p> <p>Regards, Jackson Arvidson</p>	A32.29VV
40562	Asay, Dallin	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
55752	Asay, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Asay</p>	A32.3A; A32.3F
47814	Ash, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Ash</p>	A32.3A; A32.3F
53065	Ashbaker, Darwin	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darwin Ashbaker</p>	
47226	Ashby, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Ashby</p>	A32.3A; A32.3F
43262	ashby, emma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, emma ashby</p>	A32.3A; A32.3F
55256	Ashby, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Ashby</p>	A32.3A; A32.3F
48345	Ashby, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Ashby</p>	
50931	Ashby, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Ashby</p>	A32.3A; A32.3F
51169	Ashby, Stephanie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Stephanie Ashby</p>	A32.3A; A32.3F
50298	Ashdown, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Ashdown</p>	A32.3A; A32.3F
41743	Ashey, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Ashe</p>	
55662	Ashley, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Ashley</p>	A32.3A; A32.3F
46828	Ashman, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Ashman</p>	A32.3A; A32.3F
43932	ashton, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex ashton</p>	A32.3A; A32.3F
48163	Ashton, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caroline Ashton</p>	
43368	Ashton, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Ashton</p>	A32.3A; A32.3F
50772	Ashton, Emma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Ashton</p>	A32.3A; A32.3F
48404	Ashton, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Ashton</p>	A32.3A; A32.3F
44125	Ashton, Pearl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pearl Ashton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49093	Ashton, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Ashton</p>	A32.3A; A32.3F
53823	Askeroth, Barbara	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Barbara Askeroth</p>	A32.3A; A32.3F
41508	Askew, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Askew</p>	A32.3A; A32.3F
42116	Aslami, Eryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eryn Aslami</p>	A32.3A; A32.3F
42064	Aslami, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Aslami</p>	
50838	Aslanyan, Jaclyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaclyn Aslanyan</p>	A32.3A; A32.3F
56281	Asper, Garrison	<p>To whom it may concern, I oppose the use of taxpayer dollars to fund a large construction project on Public Lands that will serve the interest of two private corporations. It is unlikely that traffic will be substantially decreased, as avalanche mitigation is often the reason for road closures and delays on powder days. There are simply better ways to spend money. A gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and active enforcement of the traction law. Regards, Garrison Asper</p>	A32.3A; A32.3F
41157	Aspittle, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Aspittle</p>	A32.3A; A32.3F
45889	Aston, Jaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaylee Aston</p>	
44151	Astudillo, Joie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joie Astudillo</p>	A32.3A; A32.3F
40691	Ata, Anika	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anika Ata</p>	A32.3A; A32.3F
44755	Atack, Chance	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chance Atack</p>	A32.3A; A32.3F
43979	Atencio, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Atencio</p>	
51123	Atherton, Marina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marina Atherton</p>	A32.3A; A32.3F
53867	atkin, zoe	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, zoe atkin</p>	A32.3A; A32.3F
39872	Atkins, Penny	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas, please consider this impact in the evaluation of the EIS and in assessing whether the gondola is a feasible solution.</p>	A32.29VV
44048	Atkinson, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Atkinson</p>	A32.3A; A32.3F
50624	Atkinson, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cooper Atkinson</p>	
47374	Atkinson, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Atkinson</p>	A32.3A; A32.3F
52765	Atkinson, Katie	<p>To whom it may concern, I, a 19 year Sandy resident, oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Atkinson</p>	A32.3A; A32.3F
52101	Atnip, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Atnip</p>	A32.3A; A32.3F
45079	Atoa, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Atoa</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46317	Attermann, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian Attermann</p>	A32.3A; A32.3F
49398	Attiyeh, Michael	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michael Attiyeh</p>	A32.3A; A32.3F
50912	Attwood, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Attwood</p>	A32.3A; A32.3F
42984	Atwater, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Atwater</p>	A32.3A; A32.3F
48182	Atwood, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Atwood</p>	
40449	Atwood, JENNIFER	Please no gondola, this option will take too too build, will cost too much, will ruin lovely areas for hiking, biking, climbing, etc. will not stop at many places people recreate in, only going to snowbird and Alta, many Utahns don't ski but yet will have this huge tax burden, the list of why the gondola is a bad idea is long!	A32.29VV
50511	Au, Ethan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ethan Au</p>	A32.3A; A32.3F
53599	Au, Sherman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sherman Au</p>	A32.3A; A32.3F
43000	Aubel, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Aubel</p>	A32.3A; A32.3F
41532	Auclair-Briand, Paméla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paméla Auclair-Briand</p>	
43482	Audette, Amanda	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amanda Audette</p>	A32.3A; A32.3F
41988	Audia, Francesca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francesca Audia</p>	A32.3A; A32.3F
40613	Auernig, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Auernig</p>	A32.3A; A32.3F
53120	Aulbach, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Aulbach</p>	
43721	Auld, Luka	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Luka Auld</p>	A32.3A; A32.3F
51460	Aupiu, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Aupiu</p>	A32.3A; A32.3F
46732	Austad, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Austad</p>	A32.3A; A32.3F
54174	Austin, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aspen Austin</p>	
56264	Austin, Asta	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asta Austin</p>	A32.3A; A32.3F
48018	Austin, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Austin</p>	A32.3A; A32.3F
54003	Austin, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Austin</p>	A32.3A; A32.3F
52208	Austin, LeRoy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, LeRoy Austin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51811	Austin, Savannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Savannah Austin</p>	A32.3A; A32.3F
50543	Avalos, Israel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Israel Avalos</p>	A32.3A; A32.3F
49607	Avanzo, Fabio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fabio Avanzo</p>	A32.3A; A32.3F
46022	Averett, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Averett</p>	A32.3A; A32.3F
42834	Averett, Jackson	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jackson Averett	
55106	Averett, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Averett</p>	A32.3A; A32.3F
54557	Averill, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Averill</p>	A32.3A; A32.3F
40121	Averill, Zach	<p>-The proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>-It would be a terrible misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat).</p> <p>-We are grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon.</p>	A32.29VV
53420	Avery, Gordon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gordon Avery</p>	A32.3A; A32.3F
50868	Avey, McKay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKay Avey</p>	
45018	Aviani, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Aviani</p>	A32.3A; A32.3F
51155	Avila, Cynthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cynthia Avila</p>	A32.3A; A32.3F
42408	Avila, Danka	<p>I fully condemn the construction of any gondola in Little Cottonwood Canyon. Our water and land are our most valuable resources in our fight against climate change and to potentially threaten these resources over a tax funded vanity project would be a disservice and incredible misstep by the state. The gondola is NOT the solution. We need reliable, equitable, and cost efficient solutions.</p>	A32.29VV
46729	Avila, Erick	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erick Avila</p>	A32.3A; A32.3F
42780	Avila, JulianAndres	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JulianAndres Avila</p>	
48409	avila, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan avila</p>	A32.3A; A32.3F
48852	Avramides, Demitra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Demitra Avramides</p>	A32.3A; A32.3F
55975	Awad, Jimmy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jimmy Awad</p>	A32.3A; A32.3F
44215	Ayala, Brisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brisa Ayala</p>	
55462	Ayala, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Ayala</p>	A32.3A; A32.3F
50850	Ayala, Izabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izabella Ayala</p>	A32.3A; A32.3F
42372	Ayers, Charles	<p>I am opposed to construction of a gondola system in LCC for many reasons, including the disruption to the flora, fauna, water quality, geography, and wilderness qualities of the 3 roadless areas it would impact. When comparing cost-benefit analyses of the various LCC transportation options, I would encourage UDOT to consider developing technologies, such as electric vehicles, that will make buses more environmentally friendly.</p>	A32.3F
49075	Ayers, Kyndle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyndle Ayers</p>	A32.3A; A32.3F
42671	Ayers, Tegan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tegan Ayers</p>	
53073	Azevedo, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Azevedo</p>	A32.3A; A32.3F
52724	Aziz, Nesma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nesma Aziz</p>	A32.3A; A32.3F
46427	Azouri, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Azouri</p>	A32.3A; A32.3F
46444	Azrin, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Azrin</p>	
54306	B, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa B</p>	A32.3A; A32.3F
47168	B, Amelia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amelia B</p>	A32.3A; A32.3F
41858	B, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy B</p>	A32.3A; A32.3F
51109	B, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn B</p>	
45475	B, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan B</p>	A32.3A; A32.3F
43791	B, Megan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Megan B</p>	A32.3A; A32.3F
42879	B, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan B</p>	A32.3A; A32.3F
41921	B, melisa	<p>Do not build a gondola , it will ruin the beauty of the canyon, the views, environment and secludedness of the mountain! Buses should be increased for the ski season that is the only time mountains get backed up. As someone who is a Utah native and visit mountains regularly do not build a gondola!</p>	A32.29VV
54135	b, r	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I CANNOT AND WILL NOT support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Leave beautiful Utah alone</p> <p>Regards, r b</p>	
56268	B, R	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I CANNOT AND WILL NOT support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Leave beautiful Utah alone</p> <p>Regards, r b</p>	A32.3A; A32.3F
43299	b, Shelby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shelby b</p>	A32.3A; A32.3F
43875	B, Steph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steph B</p>	A32.3A; A32.3F
55104	Babbel, Stacie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Stacie Babbel	
39955	Babbitt, Robby	The gondola would directly violate the Roadless Rule and negatively impact wilderness areas. Furthermore, if we have to build roads or parking for something that doesn't come close to solving any problems I'm sure there is a better use of additional roads and parking.	A32.29VV
44955	Babor, Grace	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grace Babor	A32.3A; A32.3F
40387	Babson, Barbara	I am against the building of a gondola in little Cottonwood Canyon. I want to preserve our wilderness and keep our air clean. I support electric buses on a good frequency to get people up and down the canyon.	A32.29VV
55349	Baca, Emmah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emmah Baca	A32.3A; A32.3F
49935	Bacca, Payton	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Payton Bacca	A32.3A; A32.3F
42181	Bacher, Gavin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Bacher</p>	
47349	Bachich, Kylie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kylie Bachich</p>	A32.3A; A32.3F
48707	Bachofen, Carmen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carmen Bachofen</p>	A32.3A; A32.3F
46247	bacigalupa, Daniella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniella bacigalupa</p>	A32.3A; A32.3F
53490	Baczek, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Baczek</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43682	Baczuk, Nicole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nicole Baczuk</p>	A32.3A; A32.3F
55146	Badawy, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Badawy</p>	A32.3A; A32.3F
46572	Baddeley, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Baddeley</p>	A32.29VV
48726	Baden, Cassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassandra Baden</p>	A32.3A; A32.3F
45509	Badenhorst, Dirk	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Dirk Badenhorst	
45372	badger, adrienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, adrienne badger</p>	A32.3A; A32.3F
42013	Badger, Ben	I am strongly opposed to the gondola. The negatives are legion. Tax payer expense, environmental impact, resort crowding, weather vulnerabilities, and local inconvenience are just the tip of the iceberg. Coming up with a better mass transit solution using more frequent and convenient busing would be a far more effective and less costly solution.	A32.29VV
46509	Badger, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Badger</p>	A32.3A; A32.3F
45799	Badger, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Badger</p>	A32.3A; A32.3F
55766	Badila, John	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Badila	
54065	baecker, nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nicholas baecker</p>	A32.3A; A32.3F
48043	Baer, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Baer</p>	A32.3A; A32.3F
40320	Baer, Mark	<p>The Gondola is clearly the worst option. Here's a set of more comprehensive, cheaper, and far more versatile alternative options; to wit: (1) Do what's been proven for decades in Europe; to wit, avalanche prevention sheds over the road. (2) Have (+/-) one hour to 1.5 hours in the am and again in the pm uphill only and then downhill only traffic (Serious medical situations already have helicopter service). (3) Add bus service which, obviously can be re-routed when unneeded, (4) Put the Gondola - which for a variety of stated and unstated reasons seems to be something that somehow must be built - from the airport to downtown. This will take a lot of traffic off the roads, will be much more dependable than a canyon gondola which clearly will go down periodically, be needed year round (think about the positive impression on Conference weekends!) will serve all of the downtown shops and hotels and Temple Square (etc) - not just two businesses - and will be a tremendous tourist attraction...year round! Think of the fantastic photos of the city, with snow capped mountains with the airport gondola centrally featured! Added bonus: Cheaper to build than in the canyon. Let's do this!!</p>	A32.29VV
46060	Baer, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Baer</p>	A32.3A; A32.3F
43101	Baggett, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Baggett</p>	
53921	Baggett, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Baggett</p>	A32.3A; A32.3F
47167	Bagley, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Bagley</p>	A32.3A; A32.3F
55212	Bagley, Rylee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rylee Bagley</p>	A32.3A; A32.3F
50926	BAGLEY, SAVANNA	<p>To whom it may concern,</p> <p>As a Utah citizen and nature lover, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, SAVANNA BAGLEY</p>	
48650	Bagley, Sophia	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Bagley</p>	A32.3A; A32.3F
47491	Bagley, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Bagley</p>	A32.3A; A32.3F
54454	Bagley, Tina	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tina Bagley</p>	A32.3A; A32.3F
48894	Bagot, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Bagot</p>	
54437	Bahl, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Bahl</p>	A32.3A; A32.3F
48784	Bahna, Emery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emery Bahna</p>	A32.3A; A32.3F
43523	Bahnsen, Gemma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gemma Bahnsen</p>	A32.3A; A32.3F
39769	Bahoravitch, Dirk	<p>I do NOT want a gondola in Utah's beautiful wilderness. The impact would be far more negative than positive.</p>	A32.29VV
49767	bailey, aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, aubrey bailey	
43493	Bailey, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Bailey</p>	A32.3A; A32.3F
48346	Bailey, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Bailey</p>	A32.3A; A32.3F
41989	Bailey, Justin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Justin Bailey</p>	A32.3A; A32.3F
45324	Bailey, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Bailey</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43996	Bailey, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Bailey</p>	A32.3A; A32.3F
54020	Bailey, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Bailey</p>	A32.3A; A32.3F
48313	Bailey, Sophia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sophia Bailey</p>	A32.3A; A32.3F
54441	bailey, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven bailey</p>	A32.3A; A32.3F
49105	Baillie, Marshall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marshall Baillie</p>	
45294	Bain, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Bain</p>	A32.3A; A32.3F
48574	Bain, Karly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karly Bain</p>	A32.3A; A32.3F
46374	Bainbridge, Addy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addy Bainbridge</p>	A32.3A; A32.3F
53902	Baiocchi, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Baiocchi</p>	
52002	bair, Kasey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasey bair</p>	A32.3A; A32.3F
51687	Baird, Amanda	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amanda Baird</p>	A32.3A; A32.3F
51592	Baird, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Baird</p>	A32.3A; A32.3F
52444	Baird, Brikelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brikelle Baird	
41943	Baird, Dave	Building the gondola would be a violation of the Roadless Area Conservation Rules that cover the wilderness areas surrounding the LCC. While the actual gondola would not be a road, roads would need to be created for construction and maintenance of the towers. There is little protected land remaining in the central Wasatch, and it should be important to all residents and visitors to further protect these areas.	A.32.3.A
56346	Baird, David	Gondola would clearly violate the Roadless Rule that prohibits roads (even temporary or construction roads) & timber cutting. The Forest Service limited road construction in these areas because of its negative impacts, such as habitat fragmentation and degradation, reduced water quality for wildlife and human uses, increased erosion and slope instability, and increased human disturbances in remote areas (such as an increase in human-caused fires).	A32.3H
46035	Baird, Emma	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Baird	A32.3A; A32.3F
44344	Baird, Lisa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lisa Baird	A32.3A; A32.3F
54617	Baires, Britt	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Britt Baires	A32.3A; A32.3F
50714	Bajor, John	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Bajor</p>	
40817	Bakaly, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Bakaly</p>	A32.3A; A32.3F
52331	Bake, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Bake</p>	A32.3A; A32.3F
49770	Baker, Aderyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aderyn Baker</p>	A32.3A; A32.3F
39311	Baker, Caleb	<p>I think the gondola system is a terrible idea. It is extremely expensive and will not stop the problem of overuse in the canyons. We have to limit the number of people who can drive up in the winter and use a toll gate. Either way, the ski resorts have screwed those canyons forever.</p>	A32.29VV
51778	Baker, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Baker</p>	
42769	Baker, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Baker</p>	A32.3A; A32.3F
51505	Baker, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Baker</p>	A32.3A; A32.3F
39900	Baker, Jackie	<p>It seems obvious that the roadless requirements speak for themselves and that the gondola is an unnecessary burden to put on our already pressured wilderness areas.</p> <p>The bigger issue I see is the very strange bus pollution equation, which seems antiquated and unrealistic. I understand that they may be trying to asses the worst possible pollution outcome, and that is fair. However, the reality that busses are becoming more efficient and less polluting each year means that the pollution study would really be pointless and only make busses look like a poor alternative. What an easy way to say busses are bad, when in fact, they are they smartest solution. Plus, I hope that any equation considers the emissions saved by not having cars on the road, idling, waiting to get into a parking garage. Please implement common sense evaluations!</p>	A32.10G A32.29VV
54335	Baker, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Baker</p>	A32.3A; A32.3F
46087	Baker, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Baker</p>	
53891	Baker, Kaylee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaylee Baker</p>	A32.3A; A32.3F
47289	Baker, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Baker</p>	A32.3A; A32.3F
42918	Baker, Nell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nell Baker</p>	A32.3A; A32.3F
55118	Baker, Roxana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roxana Baker</p>	
50281	Baker, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Baker</p>	A32.3A; A32.3F
51566	Baker, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Baker</p>	A32.3A; A32.3F
46089	Baker, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Baker</p>	A32.3A; A32.3F
54049	Baker, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Taylor Baker</p>	
55452	Bakes, Erin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erin Bakes</p>	A32.3A; A32.3F
52811	Bakhsheshy, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Bakhsheshy</p>	A32.3A; A32.3F
45964	Bakken-French, Nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolas Bakken-French</p>	A32.3A; A32.3F
44601	Bakker, Craig	<p>To whom it may concern,</p> <p>As someone who deeply loves the outdoors and as someone who has worked and ski resorts I can't understand why this project is a good idea. I strongly believe this will increase the issues and cause more harm than good. Ultimately I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Bakker</p>	
46249	Bakker, Eleanor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eleanor Bakker</p>	A32.3A; A32.3F
50568	Bakker, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Bakker</p>	A32.3A; A32.3F
42399	Balakir, Katelyn	<p>My name is Katie Balakir and I moved to the Salt Lake City area about a year and a half ago. I spend a good deal of time in the Wasatch Mountains, whether it be to hike, ski, or just enjoy the breathtaking view of the Salt Lake Valley.</p> <p>I appreciate the attention UDOT has given to finding a solution to the traffic in Little Cottonwood Canyon. As someone who regularly skis in Big Cottonwood Canyon, I look forward to the day where I don't need to leave my home in Cottonwood Heights at 6 am just to have a chance at getting up the canyon. However, I don't believe the gondola is a viable solution to the issue, nor do I think we can gloss over the impacts this project will have on Twin Peaks, White Pine, and Lone Peak Roadless Areas.</p> <p>Many of the gondola's towers would need to be constructed in federally protected Inventoried Roadless Areas, areas that are critical to ecosystem health throughout Little Cottonwood Canyon and beyond. Roadless protections are in place to prevent development that would negatively impact our watershed, plant and wildlife diversity, access to primitive recreation, and more. UDOT's interpretation of the Roadless Rule is narrow and violates the spirit of the rule. Although the gondola isn't a literal road for motor vehicles, it is being built for highway purposes and its construction would result in many of the same impacts. Furthermore, it is likely that service roads would need to be built not only to construct the gondola, but to maintain it as well. Therefore, UDOT would violate the Roadless Rule by moving forward with the gondola proposal.</p> <p>Furthermore, in reference to the "Air Quality Supplemental Information Technical Report", it is unclear why UDOT continues to evaluate all other fuel types but ignores the possibility of electric buses. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses?</p> <p>UDOT should begin with lower-impact alternatives before deciding to build a gondola. For example:</p> <ul style="list-style-type: none"> - Implementing occupancy-based tolling - Increasing bus service and transitioning to electric buses - Work with ski resorts to implement mandatory reservation systems - Enforce the traction law <p>Not only would these solutions ease the burden on taxpayers, they would also help better protect the Wasatch Mountains and those who travel along SR 210.</p>	A32.3A; A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		I hope UDOT can better collaborate with the community as it wraps up the EIS process. The public, time and time again, has submitted a record-breaking number of comments to UDOT asking for UDOT to reconsider the gondola. We are trying to engage in this process. Please do this with us, not to us.	
42400	Balakir, Katelyn	My name is Katie Balakir and I moved to the Salt Lake City area about a year and a half ago. I spend a good deal of time in the Wasatch Mountains, whether it be to hike, ski, or just enjoy the breathtaking view of the Salt Lake Valley. I appreciate the attention UDOT has given to finding a solution to the traffic in Little Cottonwood Canyon. As someone who regularly skis in Big Cottonwood Canyon, I look forward to the day where I don't need to leave my home in Cottonwood Heights at 6 am just to have a chance at getting up the canyon. However, I don't believe the gondola is a viable solution to the issue, nor do I think we can gloss over the impacts this project will have on Twin Peaks, White Pine, and Lone Peak Roadless Areas. Many of the gondola's towers would need to be constructed in federally protected Inventoried Roadless Areas, areas that are critical to ecosystem health throughout Little Cottonwood Canyon and beyond. Roadless protections are in place to prevent development that would negatively impact our watershed, plant and wildlife diversity, access to primitive recreation, and more. UDOT's interpretation of the Roadless Rule is narrow and violates the spirit of the rule. Although the gondola isn't a literal road for motor vehicles, it is being built for highway purposes and its construction would result in many of the same impacts. Furthermore, it is likely that service roads would need to be built not only to construct the gondola, but to maintain it as well. Therefore, UDOT would violate the Roadless Rule by moving forward with the gondola proposal. Furthermore, in reference to the "Air Quality Supplemental Information Technical Report", it is unclear why UDOT continues to evaluate all other fuel types but ignores the possibility of electric buses. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should begin with lower-impact alternatives before deciding to build a gondola. For example: - Implementing occupancy-based tolling - Increasing bus service and transitioning to electric buses - Work with ski resorts to implement mandatory reservation systems - Enforce the traction law Not only would these solutions ease the burden on taxpayers, they would also help better protect the Wasatch Mountains and those who travel along SR 210. I hope UDOT can better collaborate with the community as it wraps up the EIS process. The public, time and time again, has submitted a record-breaking number of comments to UDOT asking for UDOT to reconsider the gondola. We are trying to engage in this process. Please do this with us, not to us.	A32.3A; A32.3F; A32.3G; A32.3H; A32.10G
56163	Balakir, Katelyn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katelyn Balakir	A32.3A; A32.3F
56056	Balascak, Emmanuel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emmanuel Balascak	A32.3A; A32.3F
53506	balay, Celine	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Celine balay	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48863	Balch, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Balch</p>	A32.3A; A32.3F
45161	Bald, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Bald</p>	A32.3A; A32.3F
51918	Baldes, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Baldes</p>	A32.3A; A32.3F
39934	Baldwin, Bob	<p>The gondola is an impractical solution. I do not wish to have a taxpayer funded solution for a ski area problem.</p> <p>This is an unproven solution. A gondola this long has never been made.</p>	A32.29VV
42100	Baldwin, Bob	<p>This transportation solution is overpriced for the benefit that it gives. It services a small portion of the population. It will contribute to crowding. The resorts are already at capacity.</p>	A32.29VV
44539	Baldwin, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Baldwin	
55978	Baldwin, Morgen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgen Baldwin</p>	A32.3A; A32.3F
51939	Baldwin, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Baldwin</p>	A32.3A; A32.3F
39991	Balent, Cristina	The gondola will impact the roadless rule law	A32.3A
45937	Balfe, Marcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcy Balfe</p>	A32.3A; A32.3F
40106	Balitsky, Leo	The new documents (Final EIA Alternative Summary) again stating there would be no stops at trailheads for the bus alternatives. Why is that? Buses is the most flexible meaning of transportation. You can organize multiple stops anywhere along the route and set distributed pickups and drop-offs, hence you are not locked in organizing one mega parking in one place and building additional infrastructure to fight traffic in that single station (gondola). Buses are reliable, well known and very flexible to set, adjust or dismantle, if the services are not meeting the expectations. And buses can serve anyone throughout of the canyon. Not just skiers. With gondola you are stuck. Also, it is like if Snowbird and Alta would be building and extending their parking to the Valley and all Taxpayers should face that bill for that? This is so vivid and insane how UTDOT is trying to sabotage any other alternatives and pushing gondola so hard, for the interest of certain groups. And yes, we can read investigations about who is pushing those interests.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40430	Balken, Eric	The gondola would have a huge impact on roadless areas, not to mention the character of the entire canyon! The gondola is an expensive, terrible idea. Let's use tolling, expanded bussing, and transit hubs to deal with the congestion that occurs ~14 days a year. Spending over a billion dollars of public money on something that only benefits to private companies is wrong.	A32.3A; A32.3F
47815	Balkman, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Balkman</p>	A32.3A; A32.3F
53875	Ball, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Ball</p>	A32.3A; A32.3F
48642	Ball, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Ball</p>	A32.3A; A32.3F
50718	Ball, Delightra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Delightra Ball</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44129	ball, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan ball</p>	A32.3A; A32.3F
46770	Ball, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Ball</p>	A32.3A; A32.3F
52054	Ball, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Ball</p>	A32.3A; A32.3F
51950	Ballantyne, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Ballantyne</p>	A32.3A; A32.3F
45263	Ballard, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Ballard</p>	
46915	Ballard, Michela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michela Ballard</p>	A32.3A; A32.3F
48876	Ballard, Reese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reese Ballard</p>	A32.3A; A32.3F
49463	ballard, sadie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, sadie ballard</p>	A32.3A; A32.3F
43194	Ballard, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Ballard</p>	
39313	Ballash, Jack	No Gondola No Gondola No Gondola period...it's a misuse of taxpayer dollars and not a viable solution. It only move the traffic problem into the neighborhoods.	A32.29VV
45036	Ballentine, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Ballentine</p>	A32.3A; A32.3F
42094	Ballou, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Ballou</p>	A32.3A; A32.3F
47408	Ballou, Lucy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lucy Ballou</p>	A32.3A; A32.3F
53002	Balls, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Balls</p>	
39601	Ballstaedt, Noel	<p>UDOT is very thorough in their study.</p> <p>All things considered, the Gondola is the preferred plan, and is a year round visitors attraction, and a beautiful way to see the beauties of the canyon.</p>	A32.29VV
56168	balogh, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian balogh</p>	A32.3A; A32.3F
47049	balsbaugh, Deedee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deedee balsbaugh</p>	A32.3A; A32.3F
42525	Balt, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Balt</p>	A32.3A; A32.3F
52136	Baltes, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Baltes</p>	
49387	Balzen, Madilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madilyn Balzen</p>	A32.3A; A32.3F
43866	Balzly, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Balzly</p>	A32.3A; A32.3F
41635	ban, joel	<p>There certainly is not cognizable exception to the Roadless rule for a proposed gondola and although this rule will likely not stop the Forest Service or certainly UDOT from disobeying this rule it does not pass legal muster. The proponents of this project cannot point to an exception for gondolas or supporting roads and to do so would irreparably disturb these areas in perpetuity and thereby prevent the areas from ever becoming designated wilderness. These decisions in other words will irreparably change these areas and will never be able to transition to the previously natural habitat that was free from gondola supporting towers or roads in support thereof. I strongly urge that full protection of wilderness values be given in support of these roadless areas. No exceptions for gondolas in contradiction of the roadless rule.</p>	A32.3A; A32.3G
41015	Banco, LeAnn	<p>Yes on Gondola for me. Thank you.</p>	A32.29VV
40349	Bandera, Gus	<p>Do not destroy the beauty of the canyon with a gondola. Electric buses are the solution. No to tolling!!!</p>	A32.29VV
55063	bandini, alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, alex bandini	
42726	Bandley, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Bandley</p>	A32.3A; A32.3F
49172	Bandoni, Carina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carina Bandoni</p>	A32.3A; A32.3F
48394	Banford, Samuel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samuel Banford</p>	A32.3A; A32.3F
43203	Bangerter, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Bangerter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41440	Banks, Bodie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bodie Banks</p>	A32.3A; A32.3F
49069	Banks, Marlise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlise Banks</p>	A32.3A; A32.3F
40695	Banks, Micah	No to the gondola, there is absolutely no benefit to the gondola! Increase bus service and traction control laws please!	A32.29VV
50144	Banks, Sarah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Banks</p>	A32.3A; A32.3F
53840	Banks, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Banks</p>	A32.3A; A32.3F
41197	Bankson, Jamie	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Bankson</p>	
45196	Bankson, Jeriah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeriah Bankson</p>	A32.3A; A32.3F
44175	Bankson, Joanne	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joanne Bankson</p>	A32.3A; A32.3F
39942	Bankston, Emmett	Please build a way to get up the canyon during heavy snowstorms. Anything that will work.	A32.29VV
40556	Banner, Ben	Everything I've heard about the gondola would have a negative impact on Utah tax payers. The price of the gondola as opposed to a better transit system is completely disproportionate. And the price of a ticket to take the gondola is so expensive that no average skier would be willing to pay it. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.	A32.29VV
50553	Bansbach, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Bansbach</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46877	Barajas, Asencion	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asencion Barajas</p>	A32.3A; A32.3F
45516	Baratz, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Baratz</p>	A32.3A; A32.3F
46258	Barbakos, Jenny	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jenny Barbakos</p>	A32.3A; A32.3F
49071	Barbanell, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Barbanell</p>	A32.3A; A32.3F
51764	Barbari, Jenna	<p>To whom it may concern,</p> <p>I am a Utah resident. I love Salt Lake and I want to live here for a long time.</p>	A32.3A; A32.3F A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Any other solution would be better - I urge you to listen to the people of Utah and those who are speaking out against this misguided approach.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot even begin to imagine the disturbance and damage building a gondola through the canyon will create.</p> <p>I cannot support a proposal that would inevitably reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few; the elite wealthy and out of towners on ski trips.</p> <p>A high priced gondola will not truly solve the traffic problem in the cottonwoods. It will create even more backups and traffic during the years of building near the canyons and beyond - with my tax money, and destroying the beautiful land I love and cherish like so many others.</p> <p>Please think about the chaos this will create in the canyons in the near term, with inadequate ROU.</p> <p>This solution will not help the people of Utah and would be an incredibly inappropriate, careless use of our tax money.</p> <p>Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), ****year-round enhanced bus service with stops at multiple locations and more frequent service at peak times****, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Here's a wild idea for you - encourage local employers to embrace flexible working days and hours so locals are encouraged to break up skiing only on the weekends.</p> <p>The traffic problem is really only a problem a handful of hours out of the week - peak days (Saturday/Sunday) during peak times (~7am and ~4pm)</p> <p>Any other solution is better. Please do something different. Tolls + increased bus service + resort reservations would solve this too - but adjusted winter work weeks would do wonders to split up traffic.</p> <p>Step up. Do the right thing. The people are watching. Don't let us down.</p> <p>Regards, Jenna Barbari</p>	
47731	Barbaro, Nicole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nicole Barbaro</p>	A32.3A; A32.3F
54813	Barbee, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Barbee</p>	
50894	Barbella, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Barbella</p>	A32.3A; A32.3F
47938	Barber, Derrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derrick Barber</p>	A32.3A; A32.3F
40712	Barber, Emilia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emilia Barber</p>	A32.3A; A32.3F
49269	Barber, Jayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayne Barber</p>	
47568	Barber, Mykll	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mykll Barber</p>	A32.3A; A32.3F
51869	Barbour, Kiara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiara Barbour</p>	A32.3A; A32.3F
54611	Barbour, Sabrina	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sabrina Barbour</p>	A32.3A; A32.3F
53825	Barclay, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Landon Barclay</p>	
45630	Barden, TJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project. More than anything, my concerns stem from the need to preserve wilderness area for future generations. The unique and beautiful vistas of the canyon are a particularly valuable natural resource, and their obstruction should be factored in as a significant additional cost of this proposal. This comes in addition to reports that the project will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I would first support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and other possibilities.</p> <p>Surely we can take inspiration from sites such as Yosemite, which have a massive incentive to industrialise but have successfully resisted any significant construction.</p> <p>Regards, TJ Barden</p>	A32.3A; A32.3F
47342	Barenholtz, Lianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lianna Barenholtz</p>	A32.3A; A32.3F
48467	Bargeloh, Brandon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Bargeloh</p>	A32.3A; A32.3F
44773	Bargender, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Bargender</p>	
41297	Barghahn, Billy	<p>Gondola option should be considered a road as well. There will be access roads make to install and maintain the towers. I have seen this personally in gondolas in British Columbia, France, and Turkey. To state otherwise is to mislead the public.</p> <p>The voices of the community have already been heard. We do not want a gondola to service a private entity. As a user of public lands in the canyon, it is a shame that special interests are trying to take over this resource of ours. And use our money to build it.</p> <p>This matter needs to go to public's referendum. The DOT and other groups are not elected officials and should not have such great power. In fact, top elected representatives are against public funding to serve private interests including governor Cox and the mayor of Salt Lake who have spoken against MLB stadium and the gondola itself.</p> <p>Enough of this report and reviews and comments. Let the public decide with a vote which plan is best for our community!</p>	A32.3G; A32.3H
48935	Barkan, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Barkan</p>	A32.3A; A32.3F
47191	Barkdull, McKay	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, McKay Barkdull</p>	A32.3A; A32.3F
47181	Barkeloo, Erik	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), enhanced year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Barkeloo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54382	barker, jada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jada barker</p>	A32.3A; A32.3F
51546	Barker, Jihye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jihye Barker</p>	A32.3A; A32.3F
45908	Barker, Karina	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karina Barker</p>	A32.3A; A32.3F
47875	Barker, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Barker</p>	A32.3A; A32.3F
48045	Barker, Maggey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggey Barker</p>	
54300	Barker, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Barker</p>	A32.3A; A32.3F
50283	Barker, Nicholas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nicholas Barker</p>	A32.3A; A32.3F
54993	Barker, Phil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phil Barker</p>	A32.3A; A32.3F
46865	Barker, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Barker</p>	
45668	Barker, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Barker</p>	A32.3A; A32.3F
49121	Barkey, Cole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cole Barkey</p>	A32.3A; A32.3F
52410	Barkley, Zahra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zahra Barkley</p>	A32.3A; A32.3F
43539	Barksdale, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caleb Barksdale</p>	
50763	Barksdale, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Barksdale</p>	A32.3A; A32.3F
51434	Barlow, Danielle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Danielle Barlow</p>	A32.3A; A32.3F
52241	Barlow, Haeli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haeli Barlow</p>	A32.3A; A32.3F
49820	Barlow, Joy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joy Barlow</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52357	Barlow, Kazia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kazia Barlow</p>	A32.3A; A32.3F
54106	Barlow, Kylie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kylie Barlow</p>	A32.3A; A32.3F
51467	barlow, Nora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nora barlow</p>	A32.3A; A32.3F
40158	Barlow, Scott	<p>Please build snow sheds and a train connecting big, little cottonwood and park city by tunnel. That way we can reduce the cars up the canyon, and connect all resorts without a gondola, which will fail in harsh weather, and hopefully shuttle more people up/down the canyons when there's avalanche danger. The train can also be used year-round.</p>	A32.29VV
52816	Barlow, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Barlow</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49171	Barlow, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Barlow</p>	A32.3A; A32.3F
42886	Barna, Andriana	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andriana Barna</p>	A32.3A; A32.3F
51586	Barneck, Nickole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nickole Barneck</p>	A32.3A; A32.3F
56006	Barnes, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Barnes</p>	A32.3A; A32.3F
41198	Barnes, Ali	<p>I am against the gondolas in the canyon. I do not see how this would solve the problem. There are other mitigations to try first, that are less expensive and have less impact on the environment. Do once, please listen to the "little guys" and not the big developers. The Wasatch Front is being ruined by developers. Please NO TO THE GONDOLA!</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46495	Barnes, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Barnes</p>	A32.3A; A32.3F
55336	Barnes, Baylee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Baylee Barnes</p>	A32.3A; A32.3F
51327	Barnes, Codi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Codi Barnes</p>	A32.3A; A32.3F
43094	Barnes, Cori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cori Barnes</p>	A32.3A; A32.3F
52147	Barnes, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Barnes</p>	
46097	Barnes, Drew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Please don't build the gondola. Traffic up the canyon has only ever been an issue for tourists. Locals know it's part of the experience and hard core skiers love the thrill of getting up before everyone and beating traffic. Ruining our canyon for tourists isn't in the best interest of Utah residents. Regards, Drew Barnes</p>	A32.3A; A32.3F
45164	Barnes, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Barnes</p>	A32.3A; A32.3F
51383	Barnes, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Barnes</p>	A32.3A; A32.3F
39730	Barnes, Kevin	<p>I strongly feel that taxpayer dollars should not be used to fund profit for Alta and Snowbird. Skiing is already too expensive and adding the price of a gondola ride will not help. I feel that expanded bus service is the right way to go.</p>	A32.29VV
53354	Barnes, Lelia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lelia Barnes	
42033	Barnes, Nick	This is by far the biggest waste of money since the inland port.	A32.29VV
52728	Barnes, Sheldon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheldon Barnes</p>	A32.3A; A32.3F
43998	Barnes, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Barnes</p>	A32.3A; A32.3F
47429	Barnes, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Barnes</p>	A32.3A; A32.3F
40397	Barnett, Betty	I have lived here for 30 years. I do not ski or snowboard. I hike to enjoy the beauty of nature and I have occasionally camped in Little Cottonwood Canyon. I still strongly disagree with using taxpayer money for this project, which benefits the ski resorts and it's wealthy patrons and limits access and/or charges those of us who do not go to canyon to ski and/or snowboard.	A32.3A
42590	Barnett, Jeff	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jeff Barnett	
46989	Barnett, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Barnett</p>	A32.3A; A32.3F
48141	Barnett, Nayell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nayell Barnett</p>	A32.3A; A32.3F
48102	Barnett, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure. There has to be another way, there are many other viable options to tackle this situation. Carpooling, enhanced bus systems to accommodate people from all over the Salt Lake Valley, and a tolling system.</p> <p>Little Cottonwood Canyon is recognized world wide for it's incredible beauty and a gondola would destroy that. Please don't choose the gondola.</p> <p>Regards, Sara Barnett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56150	Barney, Bodhi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bodhi Barney</p>	A32.3A; A32.3F
46721	Barney, Debby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debby Barney</p>	A32.3A; A32.3F
46129	Barney, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Barney</p>	A32.3A; A32.3F
51170	Barnhart, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Barnhart</p>	A32.3A; A32.3F
45762	Barnhart, McKenna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, McKenna Barnhart	
53918	Barnhart, Rayly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rayly Barnhart</p>	A32.3A; A32.3F
52627	Barnhurst, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Barnhurst</p>	A32.3A; A32.3F
39800	Barnhurst, Marie	You know, it probably doesn't matter one [REDACTED] what those of us are opposed to the gondola say. The plan is already in place and will go forward regardless of public opinion. Nevertheless, I will reiterate my opposition to this overpriced and misguided idea. No to the gondola!!!!	A32.29VV
54717	Barnhurst, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Barnhurst</p>	A32.3A; A32.3F
53143	Barnum, Courtney	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Courtney Barnum	
39971	Barone, Mark	I think increased bus service is the best environmental solution ! Tolls for cars based on occupancy ! No Gondola to serve only the ski areas!	A32.29VV
53085	Baronich, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Baronich</p>	A32.3A; A32.3F
55011	Baros, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Baros</p>	A32.3A; A32.3F
48385	Barr, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Barr</p>	A32.3A; A32.3F
41761	Barr, Lisa	I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49568	Barr, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Barr</p>	A32.3A; A32.3F
47858	Barraco, Dana	<p>To whom it may concern,</p> <p>There should be other options explored before we spend tax payer money on this project that will only benefit a few.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Barraco</p>	A32.3A; A32.3F
39733	Barrell, Arleen	<p>I totally disagree with the gondola up little cottonwood canyon to service downhill skiers. There are so many other options available. I ski all over and there can be many options. Buses paid for by the resorts, lodging, skiers etc. Toll for users maybe only in winter to fund buses. There is no way we should disturb what wilderness we have. The gondola would violate our wilderness areas. Skiing is not the only thing that goes on in these precious mountains. No no no to the gondola in our precious small wilderness area. Thank you</p> <p>Arleen Barrell</p>	A32.29VV
39611	Barrell, Jeff	<p>The LCC transportation project will be big & expensive. Specific concerns are listed below, but my biggest concern is taxing the people of Salt Lake & Utah (most who do not ski) to build a mega-project that serves mostly out-of-town tourists while enriching a few local owners (Alta, Snowbird). Local skiers may not be able to pay the gondola fee (which has not been released), so traffic & parking congestion might continue for locals.</p> <p>1- This proposal does not address BCC, which has similar congestion problems. The bus option can scale up to serve BCC. The gondola option does not (rumor says more gondolas into BCC and Park City).</p> <p>2- Gondola option includes upgrading bus service, snow sheds, and base mobility hubs, so the bus option is now \$355b compared with gondola option of \$561b. (no road widening). The gondola is a an expensive add-on to attract out-of-town skiers who don't care about costs. Locals are more likely to ride the bus or drive.</p> <p>3- The recent release shows neither alternative will stop at trailheads. Bus service is more flexible and can stop at trailheads, which reduces the need and cost for trailhead parking. Expanding parking lots is impactful on the watershed and is necessary for the gondola, but NOT the bus option.</p> <p>4- The book "How big things get done" by Bent Flyvbjerg, only 8.5% of big, infrastructure projects meet cost and time estimates. Only 0.5% meet cost, time, and benefits. Projects that can be broken into known segments (bus option) are more likely to succeed. New & novel projects (gondola) have more unknowns that drive up costs and time.</p> <p>5- my personal thoughts are that there is political pressure to approve the gondola option, even though the bus option is more practical and less expensive. I highly suspect the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		gondola expenses are lowballed and the bus is highballed. I have little confidence in all the numbers, particularly in a time of high inflation. I insist that an independent party review the assumptions and estimates to make these proposals credible.	
46975	Barrett, Caroline	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caroline Barrett	A32.3A; A32.3F
50225	Barrett, Caroline	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caroline Barrett	A32.3A; A32.3F
40560	barrett, john	There's more to Little Cottonwood Canyon than the two ski resorts. To put in a gondola that will only benefit skiers at the resort, and the resorts with taxpayers money makes no sense. There are a lot of us Utah citizens who enjoy the pristine wilderness, and do not want to see it marred by any man-made structures. Our voice should count too. sincerely, john barrett	A32.29VV
41062	Barrett, Stephen	Opposition to gondola option. The gondola option will not provide adequate capacity to transport users to Snowbird and Alta in a useful time frame. Highest demand is for users to be at resorts near 9 am opening. Gondola cannot provide enough capacity to accommodate demand. The gondola cannot provide adequate capacity in mid to late afternoon when there is peak demand to vacate canyon.	A32.29VV
43240	Barrett, Stuart	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Stuart Barrett	A32.3A; A32.3F
39444	Barrett-Caston, Elise	Roadless Rule boundaries must be upheld over building gondola towers. NO GONDOLA!	A32.3A A32.29VV
42985	Barroetavena, Mateo	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mateo Barroetavena	
41003	Barron, Daniel	no gondola!	A32.29VV
40670	Barron, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Barron</p>	A32.3A; A32.3F
51096	Barrow, Brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenda Barrow</p>	A32.3A; A32.3F
42807	Barrowes, Eden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eden Barrowes</p>	A32.3A; A32.3F
46213	Barrus, Jessica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Barrus</p>	
50574	Barry, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Barry</p>	A32.3A; A32.3F
42851	Barry, Bryanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryanna Barry</p>	A32.3A; A32.3F
45638	Barry, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Barry</p>	A32.3A; A32.3F
54350	Barry, Conor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Conor Barry</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51571	Barry, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Barry</p>	A32.3A; A32.3F
44115	Barsotti, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Barsotti</p>	A32.3A; A32.3F
46956	Barta, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Barta</p>	A32.3A; A32.3F
48249	Bartels, Andrew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andrew Bartels</p>	A32.3A; A32.3F
39906	Barth, David	<p>I still support the gondola. I think anything that removes vehicles from the road is beneficial. I think that it's great that it can run even when the road is covered with avalanches. I think it is equalizing in that everyone can take the gondola in this less cost prohibitive than tolling which seems to help only those with more means. This will reduce pollution and also help with parking issues at the resorts. I also think that the gondola is a novelty that will attract summer use for the amazing views it will offer. I'm all for the gondola.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42128	Barth, Kurtis	I feel that this is a waste of taxpayer money for something that will not benefit the taxpayers. I am not impressed at the operating costs for a small capability of transportation during surge travel. I would much prefer buses that can be surge increased. Buses will also not be an eyesore on our canyon. I do not want to see this gondola built at the expense of taxpayers for the private corporations	A32.29VV
42867	Barth, Matilda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matilda Barth</p>	A32.3A; A32.3F
42216	Barth, Mia	<p>Building the gondola would breach the Roadless Rule due to the fact that a gondola would not be able to be built entirely from the air. This means that the equipment and materials would be brought in in a destructive manner that not only violates the Roadless Rule, but would also damage the delicate ecosystem that is Little Cottonwood Canyon. This means threatening all the native plants and animals that call LCC home.</p> <p>Additionally, if UDOT can consider the use of higher emission fuels such as diesel, why can't the impact of electric busses also be assessed?</p> <p>The construction of the gondola would cause unnecessary strain and destruction on our air quality, pollution, our watershed, our wild spaces, and more. Other options should be considered.</p>	A32.3A; A32.10G
53394	Bartholomew, Christo	<p>To whom it may concern,</p> <p>The gondola is dumb.</p> <p>Regards, Christo Bartholomew</p>	A32.29VV
40037	Bartholomew, Landon	Why are we spending hundred of millions and not even vetting conservation rules? Why aren't we trying 1 thing at a time rather than 10? Maybe focus on a bus, with snow sheds only first before investing nearly \$1b on a project that will violate the roadless areas.	A32.29VV
39692	Bartilson, Evan	<p>The Little Cottonwood Gondola represents very little benefit to the economy and a large/novel type of expenditure for the state of Utah. 1. Experience: UDOT has no experience with installing, operating, and maintaining a gondola, nevertheless the longest gondola in the world. Infrastructure and experience with buses already exists. 2. Flexibility: Buses can stop at other trailheads, buses can be used in other areas than LCC, buses can serve other businesses than Alta & Snowbird if needs change in the future. 3. Summertime Use: traffic problems exist only a few days of the year in the winter, the enhanced bus lane can easily become a summertime hike and bike lane, improving safety for pedestrians. Most trailheads in LCC are located far away from the 2 resorts the gondola serves. 4. Cost: Buses cost 10X less per mile for operation and half as much in capital when compared to a gondola, a ski bus fare is currently \$5, the gondola option would require a \$44 fee to break even on maintenance costs. 5. Unfair Comparisons: Including climbing boulder removal (even when climbers associations and climbing businesses like Black Diamond vehemently oppose the gondola) is a red herring. Some suggestions at better criteria: include a fare estimate, cost per mile, ability to stop at trailheads, summertime benefits, flexibility, estimated loading times (the gondola would take more than 4 hours to load the estimated number of users, each way) 6. Unfair Costs: The gondola and bus proposals are not compared with consistent criteria, all bus options include 2 transit centers (\$100M), while the gondola option b has only 1 transit center. 7. Transit time: The gondola represents a large hassle (more transfers) and nearly double the transit time (63min vs 36min for bus) this is a big factor in obtaining ridership. 8. Opportunities for improvement: buses follow automotive improvements, automation, electrification, etc. Gondola's do not provide the same ability for improvement. 9. Wind Hold: The longest gondola in the world is closed today due to winds that exceed 20m/s, while the gondola may avoid some avalanche cycles, it won't be available during the much more prevalent wind closures. 10. Gondola Evacuation: ski resorts prepare employees and train/drill on ski lift evacuations, in the event of an emergency or a breakdown, evacuation of the world's longest gondola would require many hours, special equipment & training and may be impossible if the road is covered in avalanche debris or high wind is present. Creating a significant public health risk (exposure, hypothermia) I implore you to consider only bus options and to consider stopping at phase 2 even with the bus options, it allows that flexibility :)</p>	A32.3A; A32.3F; A32.10G
46321	Bartlett, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Bartlett</p>	
50247	Bartlett, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Bartlett</p>	A32.3A; A32.3F
55175	Bartnicki, Jade	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jade Bartnicki</p>	A32.3A; A32.3F
45721	Barto, Ondrej	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ondrej Barto</p>	A32.3A; A32.3F
43367	Barton, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Barton</p>	
52046	Barton, Ashlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Barton</p>	A32.3A; A32.3F
44076	Barton, Bradley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bradley Barton</p>	A32.3A; A32.3F
53030	Barton, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna Barton</p>	A32.3A; A32.3F
48770	Barton, Brooklynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brooklynn Barton</p>	
43137	Barton, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Barton</p>	A32.3A; A32.3F
51889	Barton, Edee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Edee Barton</p>	A32.3A; A32.3F
52124	Barton, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Barton</p>	A32.3A; A32.3F
48539	Barton, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Barton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43235	Barton, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Barton</p>	A32.3A; A32.3F
41783	Barton, Jennifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Barton</p>	A32.3A; A32.3F
55196	Barton, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Barton</p>	A32.3A; A32.3F
41880	Barton, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Barton</p>	A32.3A; A32.3F
40753	Barton, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Barton</p>	
55425	Barton, Kiandre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiandre Barton</p>	A32.3A; A32.3F
53093	Barton, Martha	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Martha Barton</p>	A32.3A; A32.3F
54503	Barton, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Barton</p>	A32.3A; A32.3F
42095	barton, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan barton</p>	
41330	Bartosic, Karyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karyn Bartosic</p>	A32.3A; A32.3F
53694	bartschi, jaxon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, jaxon bartschi</p>	A32.3A; A32.3F
52018	Barwick, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Barwick</p>	A32.3A; A32.3F
54731	Barzee, Caleb	<p>To whom it may concern,</p> <p>If you do not avoid this project I will do everything in my power to oppose it physically, socially, and digitally. Do not do this, it is a terrible idea. You could solve this problem in so many better ways. This project is unethical, inefficient, and downright foolish.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Barzee</p>	
49215	Barzee, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Barzee</p>	A32.3A; A32.3F
41484	Bascom, Ayla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ayla Bascom</p>	A32.3A; A32.3F
50351	Baseman, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Baseman</p>	A32.3A; A32.3F
42130	Basham, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Basham</p>	
48202	Bashford, Maile	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maile Bashford</p>	A32.3A; A32.3F
49453	Basile, Briana	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Briana Basile</p>	A32.3A; A32.3F
41612	Bass, Bonnie	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>From my reading of the Federal Register, a road is only defined as a motor vehicle travelway over 50 inches wide. Everywhere I search online refers to cable cars and gondolas as vehicles, and these towers will certainly be wider than 50 inches, so the gondola would qualify as a road to me with regards to the Roadless Area rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>These solutions, particularly carpool incentives and bus services, have been proven solutions for many years in other Utah parks. Utilizing our existing infrastructure will better preserve our watershed and recreational areas.</p>	A32.3G
41611	Bass, Brian	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>From my reading of the Federal Register, a road is only defined as a motor vehicle travelway over 50 inches wide. Everywhere I search online refers to cable cars and gondolas as vehicles, and these towers will certainly be wider than 50 inches, so the gondola would qualify as a road to me with regards to the Roadless Area rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3G; A32.3F; A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		These solutions, particularly carpool incentives and bus services, have been proven solutions for many years in other Utah parks. Utilizing our existing infrastructure will better preserve our watershed and recreational areas.	
54222	Bass, Brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brody Bass</p>	A32.3A; A32.3F
39405	Bass, James	<p>I am AGAINST the building of the gondola. Please uphold the Roadless Rule boundaries and keep Utah wildlife areas wild and free of unnecessary infrastructure.</p> <p>Thank you and have a nice day.</p> <p>James</p>	A32.3A
40416	Bass, James	Just writing to say I am against Gondola construction. Thank you and have a wonderful day!	A32.29VV
45995	Bass, Max	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Max Bass</p>	A32.3A; A32.3F
41428	Bassett, Hampton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hampton Bassett</p>	A32.3A; A32.3F
46394	Bassett, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Bassett</p>	
43020	Bast, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Bast</p>	A32.3A; A32.3F
46805	Bastura, Sidney	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sidney Bastura</p>	A32.3A; A32.3F
41251	Batease, Pierce	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
55366	Bateman, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Bateman</p>	A32.3A; A32.3F
49345	Bateman, Chaz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chaz Bateman</p>	
53261	Bateman, Jennifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Bateman</p>	A32.3A; A32.3F
42253	Bateman, Joe	<p>Building a gondola along roadless areas violates the Roadless Rules and the Wasatch-Cache 2003 Forest Plan There will be serious disruptions to the roadless areas to place the gondola infrastructure. I would argue that the construction of these towers, angle stations, the timber removal and snow sheds would violate the Roadless Rule as well as the Wasatch-Cache Forest Plan. Although the gondola is not a road, it will be used to transport people just like a highway. These areas have environmental value especially to the animal population and the watershed and should be protected from construction of the gondola and snow sheds.</p>	A32.3A; A32.3F
42254	Bateman, Joe	<p>Building a gondola along roadless areas violates the Roadless Rules and the Wasatch-Cache 2003 Forest Plan There will be serious disruptions to the roadless areas to place the gondola infrastructure. I would argue that the construction of these towers, angle stations, the timber removal and snow sheds would violate the Roadless Rule as well as the Wasatch-Cache Forest Plan. Although the gondola is not a road, it will be used to transport people just like a highway. These areas have environmental value especially to the animal population and the watershed and should be protected from construction of the gondola and snow sheds.</p>	A32.3A; A32.3F
54619	Bates, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Bates</p>	A32.3A; A32.3F
47447	Bates, Hallah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Hallah Bates</p>	
44034	Bates, Lexi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lexi Bates</p>	A32.3A; A32.3F
55823	Bates, Mabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mabel Bates</p>	A32.3A; A32.3F
39330	Bates, Oskar	<p>In the face of looming climate catastrophe it is delusional to expand the industrial capacity of our canyons. Maybe the resorts should change in state and out of state prices like a school.</p>	A32.29VV
49576	Bates, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Bates</p>	A32.3A; A32.3F
55856	Bates, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ruby Bates	
53043	Batool, Zahra	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Zahra Batool	A32.3A; A32.3F
53498	Battad, Liz	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Liz Battad	A32.3A; A32.3F
46474	Battiato, Joseph	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joseph Battiato	A32.3A; A32.3F
44759	Battis, Samantha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samantha Battis	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47845	Batty, Kristopher	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Regards, Kristopher Batty	A32.3A; A32.3F
43591	Bauer, Aurielle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aurielle Bauer	A32.3A; A32.3F
44163	Bauer, Carly	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Carly Bauer	A32.3A; A32.3F
52204	bauer, hanna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, hanna bauer	A32.3A; A32.3F
50472	Bauer, Wesley	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Wesley Bauer	
54153	Baughman, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Baughman</p>	A32.3A; A32.3F
40069	Baughman, Zach	This violates RACR and at this point should not even be considered an option. The public has resounding hatred towards this idea and it has shown. Stop the gondola!	A32.29VV
51125	Baum, Rylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylee Baum</p>	A32.3A; A32.3F
48721	Bauman, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Bauman</p>	A32.3A; A32.3F
42818	Baur, Natalie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Natalie Baur</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44413	Bautista, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Bautista</p>	A32.3A; A32.3F
51033	Bautista, Lorena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorena Bautista</p>	A32.3A; A32.3F
46993	Baveda, Igor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Igor Baveda</p>	A32.3A; A32.3F
41662	Bawden, Beverly	<p>Here are my concerns with the revised final draft. 1. There will be irreversible damage to the canyon due to the tower maintenance roads both during construction and subsequent use. 2. Enhanced bus, no widening is preferable because it does not destroy boulders for climbers. 3. None of the gondola plans provide service to stops for non skiers. 4. Financing remains a big issue. Tax payers should not have to finance the gondola B plan. Enhanced bus, no widening is the most affordable alternative, does the least damage to all environmental concerns, and provides as timely a transport as the gondola B plan. 5. Additionally, the gondola B plan requires an undesirable parking lot at the mouth of the canyon and increased traffic congestion to and from that lot. 6. The aesthetic beauty of the canyon will be lost forever with unsightly towers and gondola cars if a gondola plan is implemented.</p>	A32.3H; A32.3F
42184	Bawden, Beverly	<p>In response to the newly revised final draft:</p> <p>In my opinion, gondola cars should not be allowed in areas designated as roadless areas.</p> <p>Furthermore, electric buses should be evaluated rather than diesel.</p>	A32.3G; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44023	bawden, makelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, makelle bawden</p>	A32.3A; A32.3F
40864	baxley, Jacque	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards,</p>	A32.3A; A32.3F
41304	Baxter, Ashlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlie Baxter</p>	A32.3A; A32.3F
52026	Baxter, Jenifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jenifer Baxter</p>	A32.3A; A32.3F
52097	Baxter, Jenifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenifer Baxter</p>	
45226	Bay, Aidan	<p>To whom it may concern,</p> <p>Thank you for your time. The people do not want this project! This is highly unpopular among all the fellow Utah citizens I know. Please put our interests first.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Bay</p>	A32.3A; A32.3F
50196	Bayer, Kati	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kati Bayer</p>	A32.3A; A32.3F
40425	Bayerlein, Karl	NO GONDOLA!	A32.29VV
53147	Bayle, Katelyn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katelyn Bayle</p>	A32.3A; A32.3F
51527	BAYLES, LINDSAY	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, LINDSAY BAYLES</p>	
53971	Baylon, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Baylon</p>	A32.3A; A32.3F
45370	Bayne, Gwynne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwynne Bayne</p>	A32.3A; A32.3F
44290	Bayne, Kevin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kevin Bayne</p>	A32.3A; A32.3F
42081	Bayne, Liam	<p>To whom it may concern,</p> <p>I am an annual resort skier and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Bayne</p>	
44287	Bayne, Ryan	<p>To whom it may concern,</p> <p>Please do not succumb to the draw of money and consider all the loyal patrons of Little Cottonwood. It has been a family tradition for 25 years and kept my father's side of the family tight knit.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Bayne</p>	A32.3A; A32.3F
39552	Beacco, Mary	<p>I vote no gondola! There continues to be a huge problem with taxpayer funded transportation for 2 ski areas only.</p>	A32.29VV
54159	Beach, Alycia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alycia Beach</p>	A32.3A; A32.3F
47341	Beach, Lauren	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Beach</p>	A32.3A; A32.3F
49234	beaird, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel beaird</p>	
53437	Beal, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Beal</p>	A32.3A; A32.3F
50988	Beall, Crystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crystal Beall</p>	A32.3A; A32.3F
49677	Beall, Tanya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tanya Beall</p>	A32.3A; A32.3F
48168	Bean, Baylen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylen Bean</p>	
43122	Bean, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Bean</p>	A32.3A; A32.3F
42553	Bean, Cecilia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cecilia Bean</p>	A32.3A; A32.3F
46625	Bean, Claire	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Claire Bean</p>	A32.3A; A32.3F
44958	Bean, Gracyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Gracyn Bean	
50881	beard, Aleisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleisha beard</p>	A32.3A; A32.3F
47185	Beard, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Beard</p>	A32.3A; A32.3F
50277	Beard, Marcia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Marcia Beard</p>	A32.3A; A32.3F
52407	Beardall, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Beardall</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48302	Beardall, Sarakay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarakay Beardall</p>	A32.3A; A32.3F
40230	Beardsall, Ben	Roads are not the future of public transportation. The gondola is cheapest, provides the most reliable transportation in and out of the canyon in all weather and snow conditions. It's lower emission, lower impact and safer. Reliable, timely travel up the canyon should be the future.	A32.29VV
45588	Beardsley, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Beardsley</p>	A32.3A; A32.3F
39831	Bearnson, Gill	Construction in roadless areas is not consistent the preservation part of the picture. There are ways to meet the transportation needs without doing that.	A32.29VV
52690	Beasley, Ellis	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellis Beasley</p>	A32.3A; A32.3F
49186	Beatse, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Beatse</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43005	beatty, bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, bella beatty</p>	A32.3A; A32.3F
42559	Beauchamp, Mckayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckayla Beauchamp</p>	A32.3A; A32.3F
44210	Beauchamp, Teague	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Teague Beauchamp</p>	A32.3A; A32.3F
49933	Beaudette, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Beaudette</p>	A32.3A; A32.3F
41422	Beaudry, Zach	<p>I'm opposed to the gondola for many reasons, feel that there are multiple less impactful and cost effective solutions than what is being presented.</p> <p>Thx.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Zach Beaudry	
51775	Beazer, Walker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Walker Beazer</p>	A32.3A; A32.3F
48419	Becic, Adnan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adnan Becic</p>	A32.3A; A32.3F
51137	Beck, Brienna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brienna Beck</p>	A32.3A; A32.3F
50317	Beck, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Beck</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49984	Beck, Carmin	<p>To whom it may concern,</p> <p>I lived in Utah for five years, based in Salt Lake City. I quickly learned to love the mountains, lake, salt flats, and desert. Priority should be on preserving the beauty and ecological diversity that Utah offers rather than catering to the few wealthiest residents and visitors - at the cost of the majority of the taxpayers who live there.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carmin Beck</p>	A32.3A; A32.3F
49915	Beck, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Beck</p>	A32.3A; A32.3F
53175	Beck, Claire	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Claire Beck</p>	A32.3A; A32.3F
51014	Beck, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Beck</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54622	Beck, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Beck</p>	A32.3A; A32.3F
45884	Beck, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Beck</p>	A32.3A; A32.3F
48498	Beck, Julian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julian Beck</p>	A32.3A; A32.3F
50567	Beck, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Beck</p>	A32.3A; A32.3F
51550	Beck, Tristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristin Beck</p>	
52197	Becker, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Becker</p>	A32.3A; A32.3F
50844	Becker, Jacob	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jacob Becker</p>	A32.3A; A32.3F
41614	Becker, James	<p>e gondola would directly violate the Roadless Rule and negatively impact wilderness areas. My vote would be to eliminate all road traffic & build light rail in the canyon.</p>	A32.3A
45016	Becker, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Becker</p>	A32.3A; A32.3F
51905	Becker, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Becker</p>	
43639	Becker, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Becker</p>	A32.3A; A32.3F
43673	beckett, Patrick	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Patrick beckett</p>	A32.3A; A32.3F
48061	Beckham, Madelline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelline Beckham</p>	A32.3A; A32.3F
44919	Beckman, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Beckman</p>	
46333	Beckstead, Keaton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keaton Beckstead</p>	A32.3A; A32.3F
40534	Beckstead, Keaton	LCC should not be exempt for the roadless area criteria. These areas are essential for life in the wasatch front and must be protected.	A32.29VV
51683	Beckstead, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Beckstead</p>	A32.3A; A32.3F
41343	Beckstead, Quinn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Quinn Beckstead</p>	A32.3A; A32.3F
52366	Beckstrand, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rachel Beckstrand</p>	
47522	Beckwith, Lila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lila Beckwith</p>	A32.3A; A32.3F
40247	Bedard, Josh	<p>Please, no gondola! We would be fine with any alternative, even not skiing.</p>	A32.29VV
47392	Bedwell, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Bedwell</p>	A32.3A; A32.3F
44602	Beebe, Emma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Beebe</p>	A32.3A; A32.3F
42386	Beecher, Lyle	<p>Our firm was part of the design team that extensively studied the Gondola and the Parking Structure at the La Caile location. The parking structure would work very well with the proposed widening of Wasatch Blvd. So many of the opponents of the Gondola are the local residence of the Wasatch Blvd area and they don't want the Gondola because of the widening of Wasatch Blvd. Well the truth is that Wasatch Blvd. will be widened with or without the Gondola solution. The other strong issue at hand with the widening the canyon road for more bus traffic is the fact that the widening will be required on the north side of the road and create miles of tall gunite retaining walls. This will be an environmental disaster on many accounts that should have the environmentalist very concerned. Ensign Engineering has studied this fact and proven that there would be miles of this retaining eyesore, such as the walls in Provo Canyon that are an eyesore. There would be alot more of that type of retaining in our beautiful Little Cottonwood Canyon with the expansion of the road. This needs to be discussed more and put on the table by all parties to better understand the strength of the Gondola solution. The Gondola would be such a beautifully unique way to experince the beauty of the canyon. This has been proven all over the world with other successful Gondola projects.</p>	A32.29VV
47866	Beecroft, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Beecroft</p>	
52296	Beenfield, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Beenfield</p>	A32.3A; A32.3F
54554	Beenfield, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Beenfield</p>	A32.3A; A32.3F
51060	Beers, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Beers</p>	A32.3A; A32.3F
45912	Beery, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Beery</p>	
47455	Beesley, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Beesley</p>	A32.3A; A32.3F
52123	Beesley, Daniel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daniel Beesley</p>	A32.3A; A32.3F
45310	Beesley, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Beesley</p>	A32.3A; A32.3F
41805	Beeson, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Will Beeson</p>	
44213	Begalman, Ariella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariella Begalman</p>	A32.3A; A32.3F
43984	Begg, Khloe	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Khloe Begg</p>	A32.3A; A32.3F
49231	Begley, Park	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Park Begley</p>	A32.3A; A32.3F
45337	Behrend, Joanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joanna Behrend</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49094	Behrens, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Behrens</p>	A32.3A; A32.3F
47974	Behrens, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Behrens</p>	A32.3A; A32.3F
42191	Beilfus, Peter	<p>I am opposed to the gondola. It is a misuse of tax payer money, violates the Roadless rule, and would be in direct opposition of what the majority of communities that use the canyon want. The research supporting the gondola is narrow sighted and biased, pushing an idea that does not work to benefit the people who recreate in the canyon. UDOT should consider alternative options such as electric buses rather than irreparably destroy areas in the canyon in pursuit of a goal that will not be achieved with a gondola.</p>	A32.3A; A32.3F; A32.10G
50869	Bekker, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Bekker</p>	A32.3A; A32.3F
49285	Belcher, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Belcher</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53516	Belcher, Lindsey	<p>To whom it may concern, I urge you to consider more effective and affordable alternatives to address traffic congestion in Little Cottonwood Canyon, rather than pursuing the Gondola project. The transit system in Zion, for example, is a great example of successful transit solutions. The proposed gondola project will not effectively improve traffic congestion in the canyon, but instead will have negative impacts on Twin Peaks, Lone Peak, and White Pine Roadless Areas. It poses threats to the critical watershed, popular rock climbing areas, and disrupts recreational activities such as running, backcountry skiing, and hiking. I cannot support the classification of acres of land as "Roadless" being reduced for this project, nor can I support taxation for a project that fails to improve canyon access for non-resort users and benefits only a few. The argument that the gondola is exempt from the "Roadless Rule" because it's not a road is a misinterpretation of the rule's spirit. Instead, I advocate for lower-cost solutions that make use of our existing infrastructure, such as carpool incentives through occupancy-based tolling, year-round enhanced bus service with multiple stops and increased frequency during peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. If this huge amount of money was put towards these solutions, you can effectively address traffic congestion while preserving the natural beauty and recreational opportunities of Little Cottonwood Canyon. Regards, Lindsey Belcher</p>	A32.3A; A32.3F
56266	Belcher, Lindsey	<p>To whom it may concern,</p> <p>I urge you to consider more effective and affordable alternatives to address traffic congestion in Little Cottonwood Canyon, rather than pursuing the Gondola project. The transit system in Zion, for example, is a great example of successful transit solutions.</p> <p>The proposed gondola project will not effectively improve traffic congestion in the canyon, but instead will have negative impacts on Twin Peaks, Lone Peak, and White Pine Roadless Areas. It poses threats to the critical watershed, popular rock climbing areas, and disrupts recreational activities such as running, backcountry skiing, and hiking.</p> <p>I cannot support the classification of acres of land as "Roadless" being reduced for this project, nor can I support taxation for a project that fails to improve canyon access for non-resort users and benefits only a few. The argument that the gondola is exempt from the "Roadless Rule" because it's not a road is a misinterpretation of the rule's spirit.</p> <p>Instead, I advocate for lower-cost solutions that make use of our existing infrastructure, such as carpool incentives through occupancy-based tolling, year-round enhanced bus service with multiple stops and increased frequency during peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. If this huge amount of money was put towards these solutions, you can effectively address traffic congestion while preserving the natural beauty and recreational opportunities of Little Cottonwood Canyon.</p> <p>Regards, Lindsey Belcher</p>	A32.3A; A32.3F
39741	Belcher, Lorrie	<p>Dont do it.</p> <p>Dont charge me for someting I wont use by increasing my taxes. You do realize that folks outside SL valley have no idea they will be paying for this overreaching project?</p> <p>Dont do this because it changes the foot print of our beautiful mountains.</p> <p>Dont do it to suppliment the ski resorts and builders pockets.</p> <p>Dont ignore other sensible solutions. Many have solutions have been sited multiple times by multiple other people.</p> <p>Dont ignore the the wish of the local people like me who live on Wasatch blvd and we realize this wont help traffic on our road .</p> <p>Don't forget that the locals who grew up here will never be able to afford gondolas, canyon fees or expensive bus rides up to OUR mountains. Those of us born and raised here should not be financially punished to cowtow to investors and out of state Richies who want to tell us what to do with our mountain.</p> <p>Just don't build the GONDOLA. Its unnecessary</p>	A32.29VV
53775	Beld, Caraline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caraline Beld</p>	
44030	Bell, Ally	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ally Bell</p>	A32.3A; A32.3F
48137	Bell, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Bell</p>	A32.3A; A32.3F
51818	Bell, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Bell</p>	A32.3A; A32.3F
51039	Bell, Debbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debbie Bell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44207	Bell, Grace	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grace Bell	A32.3A; A32.3F
41940	Bell, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Bell	A32.3A; A32.3F
49673	Bell, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Bell	A32.3A; A32.3F
44294	Bell, Ian	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ian Bell	A32.3A; A32.3F
40980	Bell, Kenneth	I am a UT resident that is firmly in favor of the gondola project. Do not cave to the out of state environmental wackos!	A32.29VV
52020	Bell, Leah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Leah Bell	
40892	Bell, Leila	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
47075	Bell, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Bell</p>	A32.3A; A32.3F
50732	Bell, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Bell</p>	A32.3A; A32.3F
40883	Bell, Miriam	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. If UDOT can adjust its analysis to consider the possibility of	A32.3A; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas? As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
40087	Bell, Nate	<p>I am very grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon.</p> <p>Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>Do not let LCC Gondola be the Bears Ears of land classification, where the large majority of Utahns spoke for an act for land protection and we now see the larger implementation for the Bears Ears land reduction was oil and natural resources. A gondola largely benefits the two resorts in LCC, one being privately owned, and a waste of Utah tax dollars when majority of Utahns oppose. Keep what's Left of LCC Wild for my children to see and for generations to come.</p>	A32.3G
53319	Bell, Sian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sian Bell</p>	A32.3A; A32.3F
53912	Bell, Soren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soren Bell</p>	A32.3A; A32.3F
55255	Bell, Taylor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor Bell	
46574	Bell, Teagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teagan Bell</p>	A32.3A; A32.3F
56186	Bell, TKayah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, TKayah Bell</p>	A32.3A; A32.3F
54084	Bell, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Bell</p>	A32.3A; A32.3F
54547	Bell, Tyler	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tyler Bell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41127	Bellan, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Bellan</p>	A32.3A; A32.3F
40992	Bellantino, Travis	<p>The Gondola is not the answer! To install this would have a negative impact on our watershed. Not to mention the cost of skiing is getting ridiculous forcing families like mine to find other things to do! I was honestly hoping that wet cycle would've destroyed the town of Alta and Snowbird!</p>	A32.29VV
50134	Belles, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Belles</p>	A32.3A; A32.3F
45701	Bellingham, Annalena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annalena Bellingham</p>	A32.3A; A32.3F
48308	Belloff, Katie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Belloff</p>	A32.3A; A32.3F
42107	Bellows, Diana	<p>If the ski resorts want to make sure people can make it up there to ski they should be the ones paying for a gondola. This is just rich people trying to get richer, and taking advantage of their political positions to get the state to pay their expenses. It does nothing to improve the air quality when the whole thing is a load of [REDACTED]</p>	A32.29VV
39285	Belman, Matthew	<p>Please</p> <p>Do not ruin this world</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Class granite canyon with an ugly expensive gondola. Mandate no single</p> <p>Use autos during peak Times , increase bus service exponentially, build more parking at base for bus and carpooling.</p>	
39591	Belman, Sally	<p>The gondola will be an eyesore, destroying some of the natural beauty and tranquility of the canyon. It serves the greed of the ski resorts and the small amount of the population that can afford to ski. Charge a toll, ban single use cars, have people pick a time to leave and arrive and widen the road. Have the resorts offer free food snacks and music after 4 pm. Charge people to drive up. Think about the wildlife !</p>	A32.29VV
45266	Belnap, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Belnap</p>	A32.3A; A32.3F
53728	Belnap, Braiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braiden Belnap</p>	A32.3A; A32.3F
52449	Belnap, Caroline	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caroline Belnap</p>	A32.3A; A32.3F
43699	Belnap, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Belnap</p>	
45195	Belnap, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Belnap</p>	A32.3A; A32.3F
47244	Belongie, Cornel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cornel Belongie</p>	A32.3A; A32.3F
48792	Belton, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Belton</p>	A32.3A; A32.3F
50753	beltowski, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hunter beltowski	
39621	Beltran, Erin	This is all such garbage. NO ONE WANTS TO RIDE AN HOUR ON A GONDOLA. IT IS RIDICULOUS. Kids will piss their pants. Strangers will have political arguments, including plenty strapping guns. Women will get harassed or assaulted WITH NOWHERE TO GO. You clearly DO NOT UNDERSTAND SKI BROS. I have been harassed and assaulted on short-length gondolas and trams REPEATEDLY. They terrify me. I would never let any teen or young woman on your dangling trauma trap, and TAXPAYERS SHOULD NOT HAVE TO PAY FOR ONE DIME OF THIS. I only ride open ski chair lifts solo or stand directly next to the tram conductor at Snowbird, praying for an uneventful 7 minutes, intervention if needed, or at least a witness if not. Besides public safety, TWO HOURS round trip commuting in the canyons is preposterous. I will never ski again if so, and if I don't ski here, then I don't live in Utah. You'll lose my taxes and votes. Gondola/busses or no, avalanche snow sheds are NEEDED for road safety for all the residents and employees of LCC. You should not have to fear death in a cold ditch just trying to get to your minimum wage job! Whether this impacts wildlife or not (though there are only a few places where slides are routine), there is no excuse. BUILD the avalanche tunnels!!! Last point is that, beyond snowsheds/avalanche tunnels, ZERO more engineering is needed for LCC! We don't need extra bus lanes if we STOP ALLOWING cars (beyond residents and employees!!!) into the canyons! Period! Put up a tollbooth JUST for residents and employees (and I paying guests lodging in LCC?) AND BUSSES. BUILD PARKING DECKS instead of just lots where all the park and rides already are AND FURTHER DOWN THE ROADS so Cottonwood Heights can breathe and move. RUN BUSSES EVERY 10-15 minutes TO ALL MAJOR TRAILHEADS/resorts.	A32.29VV
55577	Benabdallah, Taha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taha Benabdallah	A32.3A; A32.3F
47545	Benassi, Connor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Connor Benassi	A32.3A; A32.3F
49379	Bench, Iris	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Iris Bench	A32.3A; A32.3F
40272	Bench, Robert	The gondola is too expensive just to benefit the skiers in one canyon one a few weekends during the winter. The system is unlikely to be cost effective during most winter week days, or during the summer.	A32.29VV
52172	Bench, Sara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Bench</p>	
50692	Benda, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Benda</p>	A32.3A; A32.3F
53327	Bender, Carol	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Carol Bender</p>	A32.3A; A32.3F
45585	bender, deidra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, deidra bender</p>	A32.3A; A32.3F
46935	Bender, Delanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Delanie Bender</p>	
53330	Bender, Gary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gary Bender</p>	A32.3A; A32.3F
55971	Bender, Nate	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nate Bender</p>	A32.3A; A32.3F
41717	Benedetti, Damian	<p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	A32.29VV
53976	Benedetti, Damian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damian Benedetti</p>	A32.3A; A32.3F
53917	benedict, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi benedict</p>	
54767	Beneski, Jessica	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Beneski</p>	A32.3A; A32.3F
46782	Benge, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Benge</p>	A32.3A; A32.3F
53881	Bengtzen, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Bengtzen</p>	A32.3A; A32.3F
39645	Bengtzen, Sabrina	<p>This report clearly presents the gondola as the premier solution stating that the gondola does not impact "nearly 99.8% of IRA's..." while other solutions do impact ".16% of IRA's...". This use of data and wording to misconstrue readers' perceptions of the solutions is misleading and frankly disappointing. It seems ironic that we are seeking to create more equitable, affordable, safe, and reliable access to the canyon by destroying any portion it. If so many people are seeking to recreate within its beauty why would we take away any portion of that beauty? And what about the potential pitfalls that come during construction or other elements of implementation? We are sliding down a slippery slope. I know there will be no perfect solution, but I am confident that through partnerships, stakeholder involvement, and respect for the community and its members, we can come up with something better than what has been proposed.</p>	A32.29VV
55449	benitez, Jesus	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jesus benitez	
55010	Benjamin, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna Benjamin</p>	A32.3A; A32.3F
42904	benjaminson, kacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kacey benjaminson</p>	A32.3A; A32.3F
47445	Bennett, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Bennett</p>	A32.3A; A32.3F
41542	Bennett, Amanda	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amanda Bennett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51631	Bennett, Arielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arielle Bennett</p>	A32.3A; A32.3F
54744	Bennett, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Bennett</p>	A32.3A; A32.3F
42782	bennett, carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carter bennett</p>	A32.3A; A32.3F
48703	Bennett, David	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as adding a third lane that allows uphill traffic in the morning and downhill traffic in the afternoon, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Bennett</p>	A32.3A; A32.3F
39950	Bennett, Eric	<p>We NEED the gondola. This winter was a great reminder of just how dangerous the road is. Putting people in busses just puts more people at risk. Save a life, safe the planet, build the gondola.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46807	Bennett, Isaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaiah Bennett</p>	A32.3A; A32.3F
49085	bennett, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack bennett</p>	A32.3A; A32.3F
40228	Bennett, John	<p>I support parking reservations and a toll to use the canyon. The options presented seem to involve a taxpayer subsidy and taxpayer funded construction. Let the market determine the toll cost by having the amount vary depending on the demand. I do not want taxpayer dollars to be used to operate the transportation system. It should be self funding.</p>	A32.29VV
44108	Bennett, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Bennett</p>	A32.3A; A32.3F
44999	Bennett, Lydia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lydia Bennett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43036	Bennett, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Bennett</p>	A32.3A; A32.3F
42803	Bennett, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Bennett</p>	A32.3A; A32.3F
49527	Bennett, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Bennett</p>	A32.3A; A32.3F
44462	Bennett, Sierra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sierra Bennett</p>	A32.3A; A32.3F
42576	Bennett, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Bennett</p>	
54282	Bennett, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Bennett</p>	A32.3A; A32.3F
51269	Bennett, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Bennett</p>	A32.3A; A32.3F
47508	Benning, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and from more central locations in the valley enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Benning</p>	A32.3A; A32.3F
50348	Benoit, Corynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corynn Benoit</p>	
44678	Benoit, Stephanie	<p>To whom it may concern,</p> <p>As an avid outdoorswoman and enthusiast of wild places, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Benoit</p>	A32.3A; A32.3F
50948	Benovitz, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Benovitz</p>	A32.3A; A32.3F
55916	Benson, Aaron	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aaron Benson</p>	A32.3A; A32.3F
51547	Benson, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Benson</p>	
46655	Benson, Irina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Irina Benson</p>	A32.3A; A32.3F
48396	Benson, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Benson</p>	A32.3A; A32.3F
50775	Benson, Kassidy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kassidy Benson</p>	A32.3A; A32.3F
52647	benson, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madison Benson</p>	
53482	Benson, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Benson</p>	A32.3A; A32.3F
42610	Benson, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Benson</p>	A32.3A; A32.3F
51892	Benson, Patrick	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Patrick Benson</p>	A32.3A; A32.3F
53314	Benson, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip Benson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52633	benson, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoebe benson</p>	A32.3A; A32.3F
47156	Benson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Benson</p>	A32.3A; A32.3F
54723	Benson, Sophie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sophie Benson</p>	A32.3A; A32.3F
54270	Bentley, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Bentley</p>	A32.3A; A32.3F
41541	Bentley, Leann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leann Bentley</p>	
56005	Bentley, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Bentley</p>	A32.3A; A32.3F
51046	Benton, Abby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abby Benton</p>	A32.3A; A32.3F
44567	Benton, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Benton</p>	A32.3A; A32.3F
42593	Benton, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I've been enjoying Little Cottonwood Canyon for nearly 18 years and I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Benton</p>	
46744	Benton, Reily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reily Benton</p>	A32.3A; A32.3F
47112	Bentson, Braden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braden Bentson</p>	A32.3A; A32.3F
50427	Benway, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Benway</p>	A32.3A; A32.3F
42598	Benzon, Kaya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaya Benzon</p>	
52881	Beppu, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Beppu</p>	A32.3A; A32.3F
40493	Beran-Maryott, Gillian	<p>Please listen to the community's overwhelming rejection of a gondola as the solution for lcc.</p>	A32.29VV
46963	Bercaw, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Bercaw</p>	A32.3A; A32.3F
44512	Berceau, Abby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abby Berceau</p>	A32.3A; A32.3F
49927	Berceau, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Victoria Berceau	
48938	Berg, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Berg</p>	A32.3A; A32.3F
43504	Berg, Jameson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jameson Berg</p>	A32.3A; A32.3F
55222	Berg, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirsten Berg</p>	A32.3A; A32.3F
52472	Berg, Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marie Berg</p>	
46549	Berg, Morgan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Morgan Berg</p>	A32.3A; A32.3F
40227	Berg, Robin	<p>The Wasatch mountains are the Jewel of the salt lake valley. Building this gondola will compromise all that is protected and sacred in Little Cottonwood canyon as well as surrounding areas. We must not be blinded by the glittering pictures of happy families riding this monstrosity up into the wilderness. The land is home to animals, plants, and countless treasures that cannot be recovered. These wilderness areas are not for "sale", they do not belong to human beings much as we like to think that we "own" and control the destiny of the canyons. They are not an amusement park to toy with. The Jewel of the Salt Lake valley is our responsibility to protect for future generations.</p>	A32.29VV
51987	Bergan, Jen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jen Bergan</p>	A32.3A; A32.3F
47067	Berger, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Berger</p>	A32.3A; A32.3F
53312	Bergeron, Keri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keri Bergeron</p>	
40166	Bergeson, Dane	<p>I do NOT think we should be putting a gondola in LCC.</p> <p>We should add more resorts in Utah county. The gondola is for 2 private businesses thus the tax payers should not be left with the bill.</p>	A32.29VV
52292	Bergeson, Garrett	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Garrett Bergeson</p>	A32.3A; A32.3F
50959	Bergeson, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Bergeson</p>	A32.3A; A32.3F
44584	Bergethon, Alora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alora Bergethon</p>	A32.3A; A32.3F
55734	Bergh, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Bergh</p>	
52036	Bergman, Abigail	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abigail Bergman</p>	A32.3A; A32.3F
55478	Bergman, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Bergman</p>	A32.3A; A32.3F
55530	bergman, peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, peter bergman</p>	A32.3A; A32.3F
53288	Bergquist, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Bradley Bergquist</p>	
53554	Bergsma, Kyle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kyle Bergsma</p>	A32.3A; A32.3F
53617	Bergsma, Sandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandra Bergsma</p>	A32.3A; A32.3F
49225	Bergstedt, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Bergstedt</p>	A32.3A; A32.3F
44389	Beristain, Miguel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miguel Beristain</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48830	Berjikian, Jennifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Berjikian</p>	A32.3A; A32.3F
53347	Berkery, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Berkery</p>	A32.3A; A32.3F
52506	Berkey, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Berkey</p>	A32.3A; A32.3F
46694	Berkoff, Katharine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katharine Berkoff</p>	A32.3A; A32.3F
43437	Berkson, Em	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Em Berkson</p>	
44720	Berlett, Haley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Haley Berlett</p>	A32.3A; A32.3F
56223	Berlin, Marina	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Marina Berlin</p>	A32.3A; A32.3F
54395	bernaerdt, amie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, amie bernaerdt</p>	A32.3A; A32.3F
45323	Bernardo, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Bernardo</p>	
44412	Bernard-Puckett, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Bernard-Puckett</p>	A32.3A; A32.3F
55876	Berndt, Ayden	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ayden Berndt</p>	A32.3A; A32.3F
54044	Berner, Gustav	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gustav Berner</p>	A32.3A; A32.3F
53639	Bernhard, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Bernhard</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46436	Bernhard, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Bernhard</p>	A32.3A; A32.3F
42555	Bernier, Abigail	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abigail Bernier</p>	A32.3A; A32.3F
51205	bernier, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara bernier</p>	A32.3A; A32.3F
51888	Bernoski, Luna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luna Bernoski</p>	A32.3A; A32.3F
56048	Bernt, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Bernt</p>	
52367	Berriman, Melanie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melanie Berriman</p>	A32.3A; A32.3F
42723	Berroteran, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed and destroy popular rock climbing areas.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Richard Berroteran</p>	A32.3A; A32.3F
46102	Berry, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Berry</p>	A32.3A; A32.3F
50587	Berry, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Berry</p>	
43910	Berry, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Berry</p>	A32.3A; A32.3F
54429	Berry, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Berry</p>	A32.3A; A32.3F
55153	Berry, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Berry</p>	A32.3A; A32.3F
55714	Berry, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Berry	
55628	Berry, Larkin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Larkin Berry	A32.3A; A32.3F
39988	Berry, Sean	I do not want want gondola towers in roadless areas	A32.29VV
52351	Berry, Therese	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Therese Berry	A32.3A; A32.3F
51852	Berryman, Patrick	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Patrick Berryman	A32.3A; A32.3F
44278	Berryman, Sammy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sammy Berryman	
47281	Bertagnolli, Isabella	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Increasing the bus service and tolls will create less traffic congestion and help promote carpooling to ski resorts and areas in big cotton wood. I am appalled that the gondola is being considered when it can destroy so much of the natural beauty that Utah is known for. As a local Utah resident who recreates in big cottonwood canyon it will be devastating to see the gondola built. Please reconsider for more economic, environmentally and realistic options discussed above. Regards, Isabella Bertagnolli	A32.3A; A32.3F
41325	Bertalotto, Raoul	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Raoul Bertalotto	A32.3A; A32.3F
46666	Berte, Benjamin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Benjamin Berte	A32.3A; A32.3F
44187	Bertelsen, Katelyn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Katelyn Bertelsen</p>	
46703	Bertges, Catie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Catie Bertges</p>	A32.3A; A32.3F
50389	Berthasavage, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Berthasavage</p>	A32.3A; A32.3F
47294	Berthoud, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Berthoud</p>	A32.3A; A32.3F
43777	Bertoldo, Stacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacey Bertoldo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52106	Bertram, Izzy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Izzy Bertram</p>	A32.3A; A32.3F
51576	Berwald, CoCo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, CoCo Berwald</p>	A32.3A; A32.3F
42989	Bess, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hillary Bess</p>	A32.3A; A32.3F
54478	bess, Ryder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryder bess</p>	A32.3A; A32.3F
48953	Bessette, Brady	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brady Bessette</p>	
50021	Bessette, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Bessette</p>	A32.3A; A32.3F
43663	Best, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Best</p>	A32.3A; A32.3F
50450	Best, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Best</p>	A32.3A; A32.3F
50498	Best, Julie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julie Best</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51973	Best, Lake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lake Best</p>	A32.3A; A32.3F
49336	Best, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Best</p>	A32.3A; A32.3F
39253	Bestly, Ben	The traffic and congestion problems in the canyons are caused by the resorts. Let the resorts pay for the infrastructure based upon the additional revenue they will generate with more canyon users. If we really wanted to solve the congestion problem we could limit the users solely to citizens of Utah state who have purchased a permit to travel the canyons.	A32.29VV
47985	betancourt, mario	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mario betancourt</p>	A32.3A; A32.3F
41615	Betebenner, Jesse	Please reconsider the gondola proposal. There are better (more cost effective, environmentally friendly) options available. Thank you!	A32.29VV
51635	bethards, brynne	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, brynne bethards</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45730	Bethards, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Bethards</p>	A32.3A; A32.3F
51935	Bethers, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Bethers</p>	A32.3A; A32.3F
41278	Bethers, Brady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brady Bethers</p>	A32.3A; A32.3F
49730	Bethers, Bryson	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bryson Bethers</p>	A32.3A; A32.3F
39358	Bethers, Lee	<p>Doesn't matter anymore, it's already a done deal, just wasting people's time and you already know that you're a corruptive agency bought and paid for from Snowbird to have taxpayers paying for this and the weathy folks that want it will not ride it.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54229	Bettinger, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Bettinger</p>	A32.3A; A32.3F
44737	betts, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden betts</p>	A32.3A; A32.3F
41653	Betz, Lauren	I am not in support of the gondola project as I do not believe it is the best solution to the canyon traffic. Even if it does work it would only solve the problem in one canyon. It would be a better use of the money to invest in more buses and better pay for bus drivers. This would address the issue in both canyons, utilize existing infrastructure, and avoid the need to destroy and of the beautiful canyon. And in order to make the bus more efficient I think the best thing to do would be to ban car travel during rush hour times (8-10am and 3-5pm) to make the bus an efficient and reliable option during those times. Plus make the bus free for everyone. The key is to make the bus a more appealing or in some cases the only option in order to achieve more behavior change.	A32.29VV
40040	Beurskens, Nicholas	The gondola would directly violate the roadless rule, negatively impact inhabiting wildlife and watershed, and negatively impact wilderness areas. Vote no to the LCC gondola.	A32.3A; A32.3F
52272	Beus, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Beus</p>	A32.3A; A32.3F
41210	Bevan, Rachel	Please do not proceed with plans to build a gondola in Little Cottonwood Canyon. It is disruptive, expensive, and furthers economic divides in accessing the canyons and resorts.	A32.29VV
43407	bevis, mya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mya bevis</p>	
48135	Beyer, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Beyer</p>	A32.3A; A32.3F
43474	Beyer, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Beyer</p>	A32.3A; A32.3F
48294	Bezemer, Olivia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Olivia Bezemer</p>	A32.3A; A32.3F
53019	Bezzant, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Bezzant</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50592	bezzant, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac bezzant</p>	A32.3A; A32.3F
46466	Bianchi, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Bianchi</p>	A32.3A; A32.3F
49036	Bianco, Annalise	<p>To whom it may concern, Please listen to the community's concerns. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annalise Bianco</p>	A32.3A; A32.3F
49737	bianco, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille bianco</p>	A32.3A; A32.3F
55637	Bianes, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Bienes</p>	
41535	Bias, Aspen	<p>To whom it may concern,</p> <p>The gondola is not an equitable solution to the congestion problem in the canyon. Additionally, if it is not going to operate when the road is closed due to avalanche mitigation, then I'm not sure why it is a better solution than increasing affordable public transportation.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Bias</p>	A32.3A; A32.3F
46296	Bibb, Peyton	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Peyton Bibb</p>	A32.3A; A32.3F
52131	Bickford, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Bickford</p>	A32.3A; A32.3F
48109	Bickley, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Bickley</p>	
44694	bickmore, estee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, estee bickmore</p>	A32.3A; A32.3F
48282	Bickmore, Mckay	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. These mountains are home to me, please don't ruin them! Regards, Mckay Bickmore</p>	A32.3A; A32.3F
44672	Bickmore, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Bickmore</p>	A32.3A; A32.3F
46615	Bicknell, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Bicknell</p>	
48029	Biel, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Biel</p>	A32.3A; A32.3F
44437	Bielefeld, Maggie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maggie Bielefeld</p>	A32.3A; A32.3F
53692	Bienusa, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Bienusa</p>	A32.3A; A32.3F
47052	Bier, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Evan Bier	
55829	Bierens, Nora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nora Bierens</p>	A32.3A; A32.3F
42774	Bierman, Jeanette	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jeanette Bierman</p>	A32.3A; A32.3F
44754	Bierman, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Bierman</p>	A32.3A; A32.3F
39758	Bierman, Spencer	I do not want a gondola in Little Cottonwood Canyon	A32.29VV
50410	bigatel, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rachel bigatel</p>	
52525	Bigelow, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Bigelow</p>	A32.3A; A32.3F
56358	bigelow, Jonny	<p>To whom it may concern,I (still) oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. As I make my way around the community. The number of signs and voices that oppose it indicate that a powerful base of your constituents also oppose the gondola.The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.Regards,Jonny bigelow</p>	A32.3A; A32.3F
54589	Bigelow, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Bigelow</p>	A32.3A; A32.3F
43238	Biggs, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please don't ruin our canyon. Thank you.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Grace Biggs	
49546	Biggs, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Biggs</p>	A32.3A; A32.3F
53402	Bigham, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Bigham</p>	A32.3A; A32.3F
52890	Bigler, Kaylee	<p>To whom it may concern, My name is Kaylee Bigler and I am contacting from Provo. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will NOT improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. PLEASE protect our beautiful landscape, and find a better solution than this proposal. Regards, Kaylee Bigler</p>	A32.3A; A32.3F
47944	Bigsby, Joseph	<p>To whom it may concern,</p> <p>Greetings,</p> <p>My name is Joe and I grew up 10 minutes from little cottonwood canyon and spent the last 25 years of my short 30 years on this planet living, recreating and enjoying little cottonwood canyon and some of my finest memories there. I am an active snowboarder as well as hiker and have spent a lot of time at snowbird hiking line peak and enjoying everything that it has to offer.</p> <p>Over the last 10 years I have noticed that there is no question that it is getting crowded, busy and the canyon is not designed for the capacity of cars especially during ski season. However my biggest concern with this gondola is the limited access it will provide for people who back country ski, rock climb and those who do not go to snowboard and Alta. With the increased price tag it will only allow the well off, tourists to have access and my biggest fear is</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that little cottonwood canyon will loose its identity and become a playground only for the rich and famous and we will end up in a place such as San francisco where only the rich and famous will have access. Take a look at Colorado with aspen all the local people get pushed out and cannot afford to live there or utilize the many reasons why Utahns love little cottonwood canyon.</p> <p>In conclusion I think there should be a reconsideration of this project to benefit Utahns who pay taxes and enjoy these resources to allow access for generations to come. It is part of our identity and it would be unfortunate for those who live there to not have access to one of the most beautiful places on earth. As someone who has left Utah and will soon be returning I hope you read all of our concerns and hope you reconsider as it will not be a benefit for Utahns but the new global elite that appear to be impacting this country and making it difficult for everyone else to get by and experience life to the fullest. Thank you</p> <p>Regards, Joseph Bigsby</p>	
55756	Biittner, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Biittner</p>	A32.3A; A32.3F
55735	Biittner, Lara	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lara Biittner</p>	A32.3A; A32.3F
41061	Biittner, Libby	<p>The gondola continues to make no sense compared to so many lower cost and lower impact options that actually serve LCC users and taxpayers in general, not just LCC corporations. The expected impact of the gondola on Roadless Areas is unacceptable, and no reasonable person would believe that the construction and ongoing required maintenance of such a massive structure would not violate the Roadless Rule and permanently harm wilderness areas and impact watershed. UDOT has not provided sufficient support to show that the fragile environment in LCC would not be irreparably harmed by the gondola project, and trying to claim that the gondola project is exempt from the Roadless Rule based on semantics is deceitful and shows UDOT's continuing bias toward corporate interests instead of acting in the best interest of taxpayers.</p> <p>I continue to oppose the outrageously expensive and impactful gondola project. I am so frustrated that UDOT is claiming that this half billion dollar spend is a logical solution, while canyon users continue to see UDOT, Snowbird and Alta actively ignore actual common-sense solutions like aggressive enforcement of existing traction laws and properly maintaining canyon buses.</p>	A32.3A
55573	Biittner, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Biittner</p>	
44070	Bilal, Muhammad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Muhammad Bilal</p>	A32.3A; A32.3F
55868	Bildsten, Sarah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Bildsten</p>	A32.3A; A32.3F
51557	Billow, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Billow</p>	A32.3A; A32.3F
51492	Billow, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Billow</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45960	Bills, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Bills</p>	A32.3A; A32.3F
40290	Bills, Robert	<p>My family has been traveling to Snowbird the summer since before it opened. My mother was an instructor for 45 years. I have been an instructor for 43 years and my children started skiing around 4 years old. Of course at Snowbird. We have endured many find clear day drives, mini snowy, and icy religious moment drives as well as many enter lodges; some for the night! This past month has truly demonstrated the road and a bus system have limitations. The skiers enter lodged that Snowbird and Delta could have been evacuated with a gondola emergency services, medical services could have gone both ways from the valley to the resorts with a gondola I've changed my mind. We need a gondola.</p>	A32.29VV
52420	Bindl, Mason	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mason Bindl</p>	A32.3A; A32.3F
40169	Biner, Julie	<p>How about just 3 lanes? Have the middle lane alter with the traffic, 2 lanes going up in the AM and then 2 lanes going down in PM.</p>	A32.29VV
46274	binford, Briggs	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briggs binford</p>	A32.3A; A32.3F
52406	Bingham, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ashley Bingham</p>	
52299	Bingham, Bryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryn Bingham</p>	A32.3A; A32.3F
47959	Bingham, Heidi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Heidi Bingham</p>	A32.3A; A32.3F
50083	Bingham, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Bingham</p>	A32.3A; A32.3F
43377	Binkowski, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Binkowski</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45184	Binks, Brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brody Binks</p>	A32.3A; A32.3F
50717	Binns, Mikayla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mikayla Binns</p>	A32.3A; A32.3F
46260	Biondo, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Biondo</p>	A32.3A; A32.3F
45108	Birch, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Birch</p>	A32.3A; A32.3F
53594	Birch, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Birch</p>	
41110	Birchfield, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Birchfield</p>	A32.3A; A32.3F
47896	Bird, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Bird</p>	A32.3A; A32.3F
53521	Bird, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Bird</p>	A32.3A; A32.3F
53491	Bird, Jantzen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jantzen Bird</p>	
46873	Bird, Madeline	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madeline Bird</p>	A32.3A; A32.3F
43404	Bird, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Bird</p>	A32.3A; A32.3F
50756	Birdsall, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Birdsall</p>	A32.3A; A32.3F
55037	Birkeland, Eden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Eden Birkeland</p>	
51119	Birtcher, Susan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Susan Birtcher</p>	A32.3A; A32.3F
47428	Bisbee, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Bisbee</p>	A32.3A; A32.3F
53331	bischoff, ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ellie bischoff</p>	A32.3A; A32.3F
52555	Bischoff, Hayes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayes Bischoff</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39842	Bischoff, Jon	The gondola will only benefit 2 businesses. Why will we spend public money for this? Traffic in the canyon will not change. People will still prefer to ride in their car vs making 1, 2, or even 3 transfers from parking/bus to bus/gondola. This will not help. It will only put more people up the canyon. The traffic, bad air will stay the same. Don't spend public money to benefit 2 business please. That public money is better spent elsewhere.	A32.29VV
48190	Biscopovich, Melissa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melissa Biscopovich	A32.3A; A32.3F
52536	Bishop, David	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Bishop	A32.3A; A32.3F
53493	Bishop, Kaelee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaelee Bishop	A32.3A; A32.3F
52514	Bishop, Kellie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kellie Bishop	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52492	Bishop, Matthew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Matthew Bishop</p>	A32.3A; A32.3F
53452	Bishop, Ryder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryder Bishop</p>	A32.3A; A32.3F
40390	Bithell, Candice	<p>1. Inventoried Roadless Areas act as buffers for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within Roadless Areas.</p> <p>2. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>3. The construction of towers in the canyon will cause irrefutable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Research shows that wire rope systems are not infallible and there will come a time when evacuation will be required.</p>	A32.29VV
41974	Bitton, JJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JJ Bitton</p>	A32.3A; A32.3F
44049	Bitton, Katherine	<p>To whom it may concern, I grew up below Little Cottonwood Canyon & feel strongly about preserving its beauty. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katherine Bitton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54091	Bivens, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Bivens</p>	A32.3A; A32.3F
51706	bizek, dax	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, dax bizek</p>	A32.3A; A32.3F
55333	Bizek, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Bizek</p>	A32.3A; A32.3F
44010	Bizek, Lucy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lucy Bizek</p>	A32.3A; A32.3F
47964	Bjorkman, Kai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kai Bjorkman</p>	
54320	Blaber, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Blaber</p>	A32.3A; A32.3F
48164	black, ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ainsley black</p>	A32.3A; A32.3F
54980	Black, Annie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annie Black</p>	A32.3A; A32.3F
49542	Black, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Black</p>	
46764	Black, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Black</p>	A32.3A; A32.3F
45572	black, justus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, justus black</p>	A32.3A; A32.3F
39582	Black, Kenneth	If people are really concerned about the beauty of the canyon, tear out the ski resorts. If they want to go to the ski resorts, put in a Gondola	A32.29VV
39261	Black, Kenneth	The gondola is a very bad idea. Not only will it be limited by travel time it is also limited by capacity. It might take a few cars off the road but will also cause an eye sore to view along with the scar created by the path of the gondola. Metering cars on the existing road is a much better idea. Limiting the number of cars per day, hour and minute is better.	A32.29VV
39576	Black, Kordell	What does this do for 6200 to big to little. Nothing. Cottonwood heights will still suffer at the mercy of resort traffic. This is not a solution. It's taxpayer funded resort expansion!	A32.29VV
53084	black, Lee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lee black</p>	
51022	Black, Liesl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liesl Black</p>	A32.3A; A32.3F
53117	Black, Mandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandi Black</p>	A32.3A; A32.3F
49455	Black, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Black</p>	A32.3A; A32.3F
54113	Black, Stephanie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Stephanie Black</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48175	Black, Tony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tony Black</p>	A32.3A; A32.3F
44647	Black, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Black</p>	A32.3A; A32.3F
47537	Black, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Black</p>	A32.3A; A32.3F
48623	Blackburn, Beth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Beth Blackburn</p>	A32.3A; A32.3F
54343	Blackburn, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Blackburn</p>	
47515	Blackburn, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Blackburn</p>	A32.3A; A32.3F
40020	Blackburn, Fiona	<p>As a salt lake resident I strongly oppose the Gondola proposal. It directly violates the roadless rule and will negatively impact the wilderness area. The strong public commentary on this issue must be taken into consideration before irreversible damage is done. Tolling, increased bus routes, and other lower impact options must be thoroughly trialed before the gondola is considered a viable alternative.</p>	A32.29VV
49522	Blackburn, Kehndra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kehndra Blackburn</p>	A32.3A; A32.3F
54943	Blackburn, Maggie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maggie Blackburn</p>	A32.3A; A32.3F
52013	Blackburn, Makenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenzie Blackburn</p>	
52594	Blackburn, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Blackburn</p>	A32.3A; A32.3F
47943	Blackburn, Tahnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tahnie Blackburn</p>	A32.3A; A32.3F
46273	Blacker, Lindsay	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lindsay Blacker</p>	A32.3A; A32.3F
44562	Blackett, Taylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylee Blackett</p>	
55652	Blackford, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Blackford</p>	A32.3A; A32.3F
56161	Blackham, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Blackham</p>	A32.3A; A32.3F
54991	Blackham, Brenden	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brenden Blackham</p>	A32.3A; A32.3F
56195	Blackham, Jarin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support taxation for a project that would fail to improve canyon access for non-resort users. I don't believe that the ride fare will cover future maintenance costs- which will fall on taxpayers again. Don't underestimate the cost of unintended consequences.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jarín Blackham</p>	
54315	Blackham, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Blackham</p>	A32.3A; A32.3F
56156	Blackham, Trevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevin Blackham</p>	A32.3A; A32.3F
49265	Blackie, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Blackie</p>	A32.3A; A32.3F
55892	Blackmer, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Blackmer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53486	Blackner, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Blackner</p>	A32.3A; A32.3F
51744	Blackner, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Blackner</p>	A32.3A; A32.3F
44205	Blackshaw, Brook	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brook Blackshaw</p>	A32.3A; A32.3F
44219	Blackshaw, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Blackshaw</p>	A32.3A; A32.3F
51452	blackwell, kachine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kachine blackwell</p>	
52989	Blackwood, Colston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colston Blackwood</p>	A32.3A; A32.3F
48724	Blackwood, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Blackwood</p>	A32.3A; A32.3F
45838	Blad, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Blad</p>	A32.3A; A32.3F
55109	Blain, Keiven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keiven Blain</p>	
55110	Blain, Keiven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keiven Blain</p>	A32.3A; A32.3F
45444	Blaine, Catherine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Catherine Blaine</p>	A32.3A; A32.3F
50601	BLAINE, ROBERTS	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ROBERTS BLAINE</p>	A32.3A; A32.3F
41928	Blair, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ashley Blair	
40146	Blair, David	I disagree with the gondola proposal. It does not make sense to me to have infrastructure like that tarnish the canyon view, only have 3 points to enter/exit and be infrastructure that remains all year to solve a problem that only exists in winter and mostly on fresh snow days and weekends. I would rather see restriction on cars when needed and supply a solution that is flexible like electric busses. That would also provide options for the many people that are not stopping at the two for-profit ski resorts the gondola will support.	A32.29VV
47543	Blair, Elizabeth	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Blair	A32.3A; A32.3F
46189	Blair, Emily	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Blair	A32.3A; A32.3F
49941	Blair, Paige	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Paige Blair	A32.3A; A32.3F
39360	Blake Quinton, Joseph	The "View Reports" link doesn't work. The best, cheapest option still remains to build avalanche sheds and require the resorts to deal with their problem. I HAVE ZERO TAX DOLLARS I AM WILLING TO SUPPORT THIS WITH! The rich ski resorts need to contribute to the solution. This solution is premature. Blake	A32.29VV
53268	Blake, jo	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jo Blake</p>	
52183	Blake, Julia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julia Blake</p>	A32.3A; A32.3F
42738	Blake, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Blake</p>	A32.3A; A32.3F
44039	Blake, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Blake</p>	A32.3A; A32.3F
49478	Blakley, Heather	<p>To whom it may concern, Literally no one wants this. You have the mid tower in a massive avalanche path. You all work for us. Stop doing whatever you feel like. Put buses back. Up the frequency. LISTEN TO YOUR BOSSES. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Heather Blakley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50402	Blanch, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Blanch</p>	A32.3A; A32.3F
56340	Blanchard, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. I am not a Utah resident but I have family in the Heber Valley and the beauty and solitude of the Wasatch is something very special to us. My son has grown up hiking and camping in the Wasatch and we have seen overdevelopment and greed devour an increasing amount of it over the last 20 years. Enough. Spending a billion dollars in taxpayer money to serve wealthy skiers ignores the daily needs of ordinary working Utahans. The gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten the canyon's critical watershed, destroy popular rock climbing areas, and disrupt wildlife, running, backcountry skiing, and hiking in the area.</p> <p>I do not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. If the precedent is set here, what else will be at risk?</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Growth without balance and care is destructive.</p> <p>Regards, Christopher Blanchard</p>	A32.3A; A32.3F
46272	Blanchard, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I support solutions that support our communion with rugged spaces in rugged ways that bring about more poetry to life. In all the time I've heard people remark about the beauty of Utah outdoors and what has drawn them there no one has talked about the beauty of roadways. But they speak of the mountains with awe.</p> <p>Regards, Hope Blanchard</p>	A32.3A; A32.3F
43388	Blanchard, Sydney	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydney Blanchard</p>	
55591	Blanchat, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Blanchat</p>	A32.3A; A32.3F
53714	Blanco, Jimena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jimena Blanco</p>	A32.3A; A32.3F
55035	Blaney, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Blaney</p>	A32.3A; A32.3F
52615	blankenstein, Jonas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jonas blankenstein</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49475	Blankmeyer, Mckenzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckenzi Blankmeyer</p>	A32.3A; A32.3F
53212	Blanton, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am a born and raised Utahn and lifelong skier of the wasatch, and I cannot watch my home be destroyed like this for the monetary gain of Snowbird. Dave Fields made a severely poor judgement call partnering with Ikon, which quadrupled canyon traffic while shrinking net revenue for Snowbird and Alta immensely. In Dave Fields eyes, securing the gondola ensures people have access to the resort even on high traffic days, and ensures he can Jam Pack the resort to its brim so people can eat and drink their way to Snowbirds profitability (since he completely destroyed their multi million season pass holder book of business by partnering with ikon). Please see the bigger picture here, we are begging you. Not to mention, a watershed that is so delicate, scarce and vital for wasatch front residents would be completely jeopardized by this gondola project. Please face the facts and stop manipulating them. Environmentally and economically this project is unconscionable. Please do not destroy our home.</p> <p>Regards, Ally Blanton</p>	A32.3A; A32.3F
39894	Blanton, Victor	<p>The gondola is a very bad idea that with benefit no one but the developers. The public has given the reasons for this view over and over. Now, ignoring the degradation to the watershed and the environmental damage and maintenance construction will cause, the spin is cleaner air. The electric grid is already overloaded, and cost of fuel to run it is over the top. KSK news continues to deceive its audience by suggesting that when the canyon road is closed the gondola will provide some answer. It will not. Our tax dollars can be far better spent.</p>	A32.29VV
43009	Blas, Evan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Evan Blas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49451	Blashill, Aubriela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubriela Blashill</p>	A32.3A; A32.3F
44765	Blasko, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Blasko</p>	A32.3A; A32.3F
39954	Blaszczak, Matylda	I oppose the gondola in the little cottonwood. I have lived in Utah my whole life and am concerned about the damage building the gondola would do to the many climbing areas as well as the ecological health of the area in general.	A32.29VV
43766	Blaszczak, Matylda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matylda Blaszczak</p>	A32.3A; A32.3F
44196	Blatter, Jaron	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jaron Blatter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45076	Blatter, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Blatter</p>	A32.3A; A32.3F
49588	Blaylock, Bryson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryson Blaylock</p>	A32.3A; A32.3F
41116	Blaylock, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Blaylock</p>	A32.3A; A32.3F
41031	Bleeker, Kurtis	<p>I am 100% against the Gondola.</p> <p>Widening the road will be less intrusive on the wild feel of Little Cottonwood than having a the Gondola.</p> <p>The traffic problem only exists in Winter.</p> <p>The Gondola will be in the canyon all year and user needs cannot be modulated by addressing capacity or schedules. Buses can be added or removed from routes as required to match user needs.</p>	A32.29VV
53736	Blei, Terrell	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Terrell Blei	
43559	Blekhter, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Blekhter</p>	A32.3A; A32.3F
52360	Bleyl, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Bleyl</p>	A32.3A; A32.3F
43279	Blickenstaff, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Blickenstaff</p>	A32.3A; A32.3F
52935	Bloch, Eric	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eric Bloch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40567	Block, Adam	Dang you really about to destroy roadless areas cherished by more people 9 months a year because the ski resorts want to make it easier for bros to get their turns in 12 Saturdays a year? And they're not even help pay, yikes, the ski corps are the queen bees of the hive now. Use electric buses and spend that extra billion on buying some common sense.	A32.3A
43312	Block, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Block</p>	A32.3A; A32.3F
51436	Blodgett, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Blodgett</p>	A32.3A; A32.3F
52323	Blodgett, Shari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shari Blodgett</p>	A32.3A; A32.3F
55277	Blodgett, Tyler	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tyler Blodgett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46369	Bloebaum, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drake Bloebaum</p>	A32.3A; A32.3F
50136	Blohm, Delaney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Delaney Blohm</p>	A32.3A; A32.3F
54900	Blomquist, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Blomquist</p>	A32.3A; A32.3F
55900	Blood, Elias	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elias Blood</p>	A32.3A; A32.3F
53365	Blood, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Blood</p>	
45795	Bloodworth, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Bloodworth</p>	A32.3A; A32.3F
54433	bloom, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam bloom</p>	A32.3A; A32.3F
40951	Bloom, Sam	Please do not construct a gondola in the roadless areas. This is not on the best interest for the community	A32.29VV
54601	Bloomfield, Jade	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jade Bloomfield</p>	A32.3A; A32.3F
54082	Blosil, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Blossil</p>	
50602	Blossil, Nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolas Blossil</p>	A32.3A; A32.3F
41296	Blossom, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Blossom</p>	A32.3A; A32.3F
52832	Blotter, Jessica	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Blotter</p>	A32.3A; A32.3F
55566	blount, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>also i snowboard, i can't even go to alta because they're skier only. why would I want a gondola that goes only there.</p> <p>Regards, Andrew blount</p>	
45601	Bloxom, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Bloxom</p>	A32.3A; A32.3F
44873	Blue, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Blue</p>	A32.3A; A32.3F
44548	Blum, Joao	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joao Blum</p>	A32.3A; A32.3F
51952	Blumberg, BJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BJ Blumberg</p>	
47834	Blume, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Blume</p>	A32.3A; A32.3F
46901	Blumel, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Blumel</p>	A32.3A; A32.3F
50042	Blumenfeld, Robert	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Robert Blumenfeld</p>	A32.3A; A32.3F
55961	Blunck, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Blunck</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44420	Blunt, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Blunt</p>	A32.3A; A32.3F
42631	Blyn, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Blyn</p>	A32.3A; A32.3F
48882	Boardman, Kelly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly Boardman</p>	A32.3A; A32.3F
51508	Boben, Kathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathy Boben</p>	A32.3A; A32.3F
40497	Bobetich, Gregory	<p>I am adamantly against the proposed gondola. In my opinion this proposal is an irreversible option that was lobbied as a money grab for greedy developers and corrupt public officials. The gondola is not a nimble, or scalable solution that can fluctuate with demand for transport. Additionally Resorts and developers have committed nothing in regards to obligations for this proposal. I'm tired of hearing a flimsy argument that they have to subsidize the cost for riders but there is no language in the transportation proposal about what ski resorts and developers will commit to this plan. No commitment about the cost to ride, no commitment about the cost of parking. Actually the proposal says that parking</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will be available for a premium price to riders. Additionally this plan does not address the transportation needs and congestion surrounding Big Cottonwood Canyon which might be even worse than Little Cottonwood. This gondola proposal is a very expensive solution that will only operate 5 months out of the year, and if it doesn't work will be a massive wast of funds and cause the destruction of a natural place that makes Utah and Salt Lake City a special place.</p> <p>It is estimated that the gondola will transport about 1000 people per hour, but there are more than 10,000 people entering the canyon during peak season. A billion dollars to service 1/3 of the total volume is nonsense and once again does not address big cottonwood canyon transportation.</p> <p>We need to leverage our current infrastructure to improve transportation. Last year when snowbird had parking reservation system it was very manageable. This year Alta is very manageable with the parking reservation system. When 20% more busses were added to canyon transportation, they immediately filled up.</p> <p>Bottom line, we need to try more reversible solutions before we hit the panic button and destroy something special.</p>	
45907	Bocchicchio, Rocco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rocco Bocchicchio</p>	A32.3A; A32.3F
47679	Bock, Shannon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shannon Bock</p>	A32.3A; A32.3F
41217	Bockino, Kaiya	<p>To whom it may concern,</p> <p>Please don't ruin the canyon!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaiya Bockino</p>	A32.3A; A32.3F
42160	Bodanza, Carissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carissa Bodanza</p>	
50486	Boden, Josiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josiah Boden</p>	A32.3A; A32.3F
56191	Bodensteiner, Vibeke	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Vibeke Bodensteiner</p>	A32.3A; A32.3F
40275	Bodiford, Julia	<p>As a cottonwood heights resident, I am absolutely saddened by the proposal of the gondola as a solution to transit issues up LCC canyon. The gondola will not positively impact most SLC residents. It is really only in place to benefit the ski resorts in LCC. It is a major eyesore, does not fix the issue of overpopulation in canyon, and is a logistically preposterous "solution" requiring many man hours and countless taxpayer dollars for something that an overwhelming majority of SLC residents do not want. This "solution" is an embarrassment to the city and more simple solutions should be considered, like transitioning to electric buses (which do WORK and can go up canyon per evidence earlier last year), increase number of shuttles and lower waiting times at shuttle locations, provide incentives to use buses and carpool, put caps on the amount of cars allowed up the canyon or hours of operation where capping is in place, actually enforce traction requirement regulations for all visitors on peak days, and provide higher wages/better working conditions for our shuttle drivers. Do better.</p>	A32.3A
49640	Bodily, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. It not only will create issues in this area, but create traffic further down the mountain and ultimately not solving the problem. We don't need more people on the mountain than what it can already hold.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Bodily</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43440	bodner, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan bodner</p>	A32.3A; A32.3F
49098	Boehlke, Madeline	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madeline Boehlke</p>	A32.3A; A32.3F
54304	Boehm, Jenessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenessa Boehm</p>	A32.3A; A32.3F
47250	Boehme, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Boehme</p>	A32.3A; A32.3F
54811	Boehme, Kendell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendell Boehme</p>	
44220	Boesen, Shani	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shani Boesen</p>	A32.3A; A32.3F
54919	Boettcher, Chailyne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chailyne Boettcher</p>	A32.3A; A32.3F
39909	Boettger, David	<p>NO GONDOLA. Use money to lie chase land for a parking/ bus hub, for example from the gravel operation near BCC and Wasatch Blvd and elsewhere. Also use some of the money to widen Wasatch Blvd . This is THE only commuter route on the east side, there is no alternative and never will be. Irresponsible of UDOT not to have done this 5-10 years ago, and I don't give a f what the east benchers think. I am one too, and I suffered through that route do 20 years commuting opposite traffic and it's been a pain almost that entire time. Finally, make LCC road a toll road and/or something that would also encourage car pooling. No gondola ever. A total east of money that won't solve the transportation problem in the first place, iwould be an ugly scar in a beautiful canyon, and is in inappropriate mis allocation of taxpayer in an attempt to fix a problem that exists for a few hours a day for a minority of days a year. We have transportation needs that are present almost every day of the year. Fix those! If it takes getting up earlier to ski, that's what I will do.</p>	A32.29VV
46774	Boffa, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Boffa</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50442	bogdanovics, Andrej	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andrej bogdanovics</p>	A32.3A; A32.3F
52625	Bogges, Alabama	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alabama Bogges</p>	A32.3A; A32.3F
51603	Boggs, Dru	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dru Boggs</p>	A32.3A; A32.3F
47160	Bogushchenko, Yuliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yuliana Bogushchenko</p>	A32.3A; A32.3F
41259	Bohne, Cleve	<p>Complete waste of us the taxpayers money. Damages the environment of the canyon, both the land and water. The gorgeous views will also be destroyed. Instead increase the bus services to start when the ski resorts open, not wait for a month later. Also for those people who actually carpool to the resorts, they should get rewarded with discounts at the ski resorts. Incentive to carpool....</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41255	Bohne, Sherri	This is a disaster for the environment of our Little Cottonwood Canyon. The impact on the landscape and water shed will be tremendous. Expand bus service going up the canyon or give discounts to people who carpool to the resorts are my suggestions.	A32.29VV
51160	Bohner, Rebekah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rebekah Bohner	A32.3A; A32.3F
48514	Bohrer, Kyle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kyle Bohrer	A32.3A; A32.3F
40631	Bojorquiz, Jessica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Bojorquiz	A32.3A; A32.3F
45569	Boland, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Boland	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46867	Boland, Daniel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daniel Boland</p>	A32.3A; A32.3F
53122	Boland, Joan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joan Boland</p>	A32.3A; A32.3F
41914	Boland, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Boland</p>	A32.3A; A32.3F
54967	Boland, Lorraine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorraine Boland</p>	A32.3A; A32.3F
42072	Boland, Marcia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Marcia Boland</p>	
42087	Boland, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Boland</p>	A32.3A; A32.3F
41886	Boland, Noel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noel Boland</p>	A32.3A; A32.3F
48820	Bolander, Annika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annika Bolander</p>	A32.3A; A32.3F
46790	Bolander, Ara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ara Bolander</p>	
49323	Bolander, Jace	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jace Bolander</p>	A32.3A; A32.3F
41817	Bold, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Bold</p>	A32.3A; A32.3F
40832	Bolding, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Bolding</p>	A32.3A; A32.3F
44017	Boles, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ashley Boles</p>	
44350	Boles, Jim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Don't do it!</p> <p>Regards, Jim Boles</p>	A32.3A; A32.3F
56313	Boley, Parker	<p>To whom it may concern,I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.Regards,Parker Boley</p>	A32.3A; A32.3F
50824	Bolinder, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Bolinder</p>	A32.3A; A32.3F
48129	Boling, Carleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Carleigh Boling	
48151	Boling, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Boling</p>	A32.3A; A32.3F
50583	Bolingbroke, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Bolingbroke</p>	A32.3A; A32.3F
40155	Bollinger, Kelley	Maybe with the closure of Little Cottonwood for a few days will make people realize how good a gondola would work!!	A32.29VV
43876	Bollow, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Bollow</p>	A32.3A; A32.3F
40148	Boltax, Jonathan	I do not support a gondola for the ski resorts. As a long-time user of big and little cottonwood, including skiing at the resorts, I do not believe this will solve our transit problem but instead be a boon for the ski areas on the taxpayers dime and for those who own the land around the base of the gondola.	A32.29VV
49906	Bolton, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Bolton</p>	
41569	Bolton, Ruty	<p>NO GONDOLA!! It's only use is to exploit the canyon and the people who use it!! just grubbing for money by waisting millions! encroaches and endangers the wildlife who live in the canyon for commercial purpose. so many alternatives such as bettered public transportation or a small road toll. stop putting a price tag on the ability to access nature and it's many beautiful opportunities</p>	A32.29VV
52066	Boman, Emily	<p>To whom it may concern,</p> <p>I am a lifelong Utahn, born and raised. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Boman</p>	A32.3A; A32.3F
44081	Boman, Gage	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gage Boman</p>	A32.3A; A32.3F
45622	Bomwell, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Bomwell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50705	Bonacci, Vincent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincent Bonacci</p>	A32.3A; A32.3F
40107	Bonar, Bob	<p>This winters record snowfall, extreme avalanche danger, highway closures, extended interlodge episodes and UDOT canyon employees risking their lives show us just how badly we need for the gondola in Little Cottonwood Canyon. UDOT and the State of Utah have a responsibility to provide safe and reliable transportation up and down LCC. The gondola is the only solution that solves all the complex problems providing an alternative to North Americas "most dangerous highway". Please, let's not miss this incredible opportunity to finally remedy this nightmarish situation.</p>	A32.29VV
52284	Bond, Brightyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brightyn Bond</p>	A32.3A; A32.3F
41808	Bond, Christopher	<p>I'm a lifelong Utah resident who has recreated in LCC for over thirty years. I am adamantly against the massive waste and destruction to the canyon by creating a limited use gondola. In addition to the ugly towers, the MUCH longer ride time, the limited use during big storms, and the gigantic windfall to two private resorts, the Gondola simply doesn't make sense. Currently, skiers like myself have to wait in line at the mouth of the canyon and in the canyon itself. But once at the resort I can usually enjoy skiing without massive lines. Shuttling MORE people up the canyon will only move the lines to the resort itself (ala Park City, which is a disaster on weekends). Leave the road AS IS, enforce the traction law (why this has not happened before a billion dollar mega project is insane to me), and let's leave our beautiful canyon as is. PS. UDOT you do a great job with winter plowing etc. The gondola is just a poor idea.</p>	A32.29VV
54150	Bond, Makenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenzie Bond</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43665	BONHAM, TESS	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, TESS BONHAM</p>	A32.3A; A32.3F
50751	Bonifacio, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Bonifacio</p>	A32.3A; A32.3F
45891	Boninsegna, Francesco	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Francesco Boninsegna</p>	A32.3A; A32.3F
40347	Bonk, Jenny	<p>Dogs are a danger to the canyon water supply but a massive, human-built transportation structure is not? Please consider the optics and realities of this situation. Don't build the gondola.</p>	A32.29VV
50877	Bonn, Hilary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilary Bonn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45512	Bonnema, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Bonnema</p>	A32.3A; A32.3F
52058	Bonner, Alora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alora Bonner</p>	A32.3A; A32.3F
54533	Bonner, Caleb	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caleb Bonner</p>	A32.3A; A32.3F
53686	Bonner, Jamee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamee Bonner</p>	A32.3A; A32.3F
54616	Bonner, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Bonner</p>	
54615	Bonner, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Bonner</p>	A32.3A; A32.3F
44060	Bonner, Retta	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Retta Bonner</p>	A32.3A; A32.3F
53697	Bonner, Rhett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhett Bonner</p>	A32.3A; A32.3F
44186	Bonney, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Bonney</p>	
40637	Bontrager, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Bontrager</p>	A32.3A; A32.3F
45021	Bonyhadi, Philip	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Philip Bonyhadi</p>	A32.3A; A32.3F
47591	Boogert, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Boogert</p>	A32.3A; A32.3F
55907	Boogert, Gerrit	<p>Please listen to the citizen comments! The gondola will destroy the natural beauty of the canyon. There are ways to work around the traffic problem without investing this large portion of money to a gondola that only works for some. Perhaps more buses instead of less, which is what happened this year.</p> <p>Thanks, Gerrit Boogert</p>	A32.29VV
48765	Book, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Book</p>	
53219	Boomhower, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Boomhower</p>	A32.3A; A32.3F
43513	Boone, Billy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Billy Boone</p>	A32.3A; A32.3F
50127	Boone, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts, or a mandatory canyon entrance fee similar to other canyons such as Millcreek Canyon.</p> <p>Regards, Brandon Boone</p>	A32.3A; A32.3F
52738	boone, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen boone</p>	
39367	Boone, Therese	<p>I am OPPOSED to the gondola building for Little Cottonwood Canyon because Roadless Rule boundaries must be upheld over building gondola towers.</p> <p>1. 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>2. It reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>3, Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Roadless Rule boundaries must be upheld over building gondola towers! NO to the gondola option!</p>	A32.3A; A32.3F; A32.3G
52534	BOOTH, EMILY	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, EMILY BOOTH</p>	A32.3A; A32.3F
45138	Booth, Jaynell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaynell Booth</p>	A32.3A; A32.3F
43690	Booth, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Booth</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52685	Booth, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Booth</p>	A32.3A; A32.3F
39351	Borba, Nickolai	<p>Please improve the road system. You could improve traffic it right away by removing the passing lanes as they are choke points on the road. That would only cost paint and some redesign of the lines. Making a second transportation system in the canyon seems wasteful and poorly thought out. Widen the road to have 3 or 4 lanes. You could make them flex lanes if you had three. Two up in the morning and two down at night. As for the slide zones, as the road develops covered areas like the animal crossings on I-80., the ones to the west of Wendover could be constructed as tunnels or slide overs for the avalanche area. This can be done over time as the project develops. Call Rio Tinto they can move all the dirt. There are so many dirt movers around. This large commitment of the gondola feeling like a power grab from snowbird as they clearly own the land and are the only proponent in the city meetings. Feels like they want to be included in the next Olympic bid at the tax payers expense. They know it is the only way it will happen. It will not help in the summer and will be an eye sore to those like me who moved to the area for the canyons and the natural retreat they represent. The only drop off spots are at the resorts. No trail access. Light pollution from the towers over the city of Alta at night. What a limited use for the money. They want the tax payers to pick up the construction bill and pay to use it as well? I will never use it if I have a choice. I live to close and don't want to load the family up, drive 10 minutes, and get them on a gondola. No way! Improve the road. Start with small improvements and build smart. Please. A concerned local resident Nickolai Borba</p>	A32.29VV
54888	Bordelon, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Bordelon</p>	A32.3A; A32.3F
47838	Borden, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Borden</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39789	Borden, Maura	<p>Little Cottonwood has a problem with traffic during ski season, no doubt about it, but a gondola and many of the other solutions proposed in the supplemental information reports are not the right thing for our canyon. And to have it be paid for by tax payer dollars would be unacceptable, as not all tax payers recreate in the canyon. Also, bringing more people into the canyon won't make the ski resorts less crowded, and will lead to less fun skiing for everyone there. Not to mention how it will aesthetically a gondola will take away from the naural beauty of Little Cottonwood. Our canyon is a place for a lot more than skiing, it is a place to enjoy the beauty of nature, go hiking, climb, backpack, and picnic. All these recreation activities would be impacted by the gondola as well as many more undoubtably. Also the removal of any climbing boulders for infrastructure changes would be a tragedy. Those boulders are important to so many people, myself included. To destroy climbs to enable more skiing is not the best course of action because climbing is also a source of tourism and will grow to be more so in coming years as climbing increases in popularity. Of all the proposed solutions to canyon traffic enhanced bus without lane widening is the best. We should invest in that solution because it is the most cost effective and equitable for different types of recreation. As a climber, skier, hiker, and Salt Lake local, I say no to the gondola and any other proposed solution that will remove boulders and cost tax payer and excessive amount of money. Enhanced bus without lane widening will improve the situation in the simplest and most effective way.</p>	A32.29VV
52166	Boren, Corey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Corey Boren</p>	A32.3A; A32.3F
51657	Boren, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Boren</p>	A32.3A; A32.3F
44634	Boretti, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Boretti</p>	A32.3A; A32.3F
43342	Borg, Jaxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaxton Borg</p>	
40240	Borg, Jeremy	<p>Hello, I believe that the gondola is overkill to try to solve this problem. I do not believe it is needed. I believe it would ruin the vibe of the canyon and be an eyesore. I also DO NOT want my tax dollars going to this solution. I believe there are fixes that can be implemented right now to help with Canyon traffic. The main one would be to not allow single passenger cars unless the occupants live or work up the canyon. This is such an easy solution that would force people to the bus. This would remove a large number of cars from the road and would encourage carpooling. This is exactly what UDOT has been pushing for for years right? So put your money where your mouth is and go with an easy solution. Another potentially less impactful option would seem to be adding avalanche guards in locations where slides are common. This would decrease the amount of cleanup needed and get the canyon open quicker. Please DO NOT proceed with the gondola.</p>	A32.3I A32.29VV
42311	Borgenicht, Roger	<p>April 18, 2023</p> <p>To: Utah Department of Transportation (UDOT) From: Utahns for Better Transportation (UBET)</p> <p>Roger Borgenicht & Ann Floor, Co-Chairs</p> <p>Re: Supplemental Information Reports, Little Cottonwood Canyon FEIS</p> <p>Thank you for the opportunity to comment on these two additional issues regarding the LCC FEIS, which were requested to be addressed by UDOT by federal partners (the Forest Service and Federal Highway Administration) to more fully address the following:</p> <ul style="list-style-type: none"> • The gondola’s impacts on Inventoried Roadless Areas • Additional factors in its air quality analysis <p>Impacts on Inventoried Roadless Areas:</p> <p>Our understanding is that five of the 22 gondola towers would be built in parts of White Pine, Lone Peak, and Twin Peaks Wilderness Roadless Areas, encroaching on the ‘roadless’ designation within LCC. UDOT says gondola construction would not violate the Roadless Rule, which prohibits new road construction and reconstruction in inventoried roadless areas on National Forest System lands, because the gondola isn’t a road for motor vehicles. However, wouldn’t service roads need to be constructed within these roadless areas to provide access to each tower? If so, how can that be justified? Wouldn’t that set a new precedent for allowable construction in roadless areas?</p> <p>The public has been advocating for protection from construction in Roadless Areas in the LCC Gondola Project since the EIS process began in 2018. Each tower base will significantly disrupt and degrade the natural habitat for living creatures and vegetation—the flora and fauna. It also will diminish the aesthetic and recreational experience for all canyon users.</p> <p>Air Quality Analysis:</p> <p>UDOT’s original air quality analysis for enhanced bus service modeled the impacts based on the assumption that all buses would be diesel-powered and 14-years old. If UDOT can adjust its analysis to consider higher-emission fuels like diesel, it should also be able to assess the impact of using lower emission electric buses. UDOT has claimed that an electric bus option is outside the scope of the study but all other fuel types are fair game. How does that make sense? UDOT’s screening to measure polluting effects should be based on non-gas/diesel (electric or natural gas) buses since that will be our transit of the future.</p> <p>Thank you for the opportunity to comment on these supplemental issues for the LCC FEIS.</p>	A32.3H; A32.3A; A32.3F
42620	Borges, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Borges</p>	
48621	borgeson, kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kayla borgeson</p>	A32.3A; A32.3F
44425	Boriskie, Casey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Casey Boriskie</p>	A32.3A; A32.3F
40336	Borland, Cindy	<p>With current technology in green fuel the possibility that old diesel busses will be replaced with those green buses is probable. Also with current avalanche problems in the canyon busses may be safer for riders than a small gondola car in the event of an avalanche.</p>	A32.29VV
45979	Borman, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Borman</p>	A32.3A; A32.3F
55078	Bornstain, Matis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matis Bornstain</p>	
48309	Borof, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Borof</p>	A32.3A; A32.3F
43725	Borof, Wiley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Wiley Borof</p>	A32.3A; A32.3F
54396	Borton, Alix	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alix Borton</p>	A32.3A; A32.3F
51297	Bortz, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Bortz</p>	
51656	Bortz, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Bortz</p>	A32.3A; A32.3F
48783	Borzea, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Borzea</p>	A32.3A; A32.3F
51473	Bos, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Bos</p>	A32.3A; A32.3F
52022	Bos, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Bos</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45544	Bosco, Carolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolyn Bosco</p>	A32.3A; A32.3F
42868	Bosco, Rebekah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rebekah Bosco</p>	A32.3A; A32.3F
39969	Bosen, Lizzie	<p>No eye sore, expensive gondola please! No one wants that, but supporting carpool/buses would be a much better option. Thanks</p>	A32.10G
52774	Bosen, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Bosen</p>	A32.3A; A32.3F
48218	Bosgieter, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Bosgieter</p>	A32.3A; A32.3F
42833	Bosgraaf, Kristen	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Bosgraaf</p>	
44966	Boshard, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Boshard</p>	A32.3A; A32.3F
53128	Boska, Elyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyssa Boska</p>	A32.3A; A32.3F
42941	Bosman, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Bosman</p>	A32.3A; A32.3F
50611	Bossart, Evelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evelyn Bossart</p>	
40218	bossart, philip	I have recreated in little cottonwood canyon since 1981 and still live in SLC. I strongly support enhanced bus service in the canyon and strongly oppose the gondola for the cost and the environmental impact.	A32.29VV
47297	Bossell, Bechler	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bechler Bossell	A32.3A; A32.3F
39536	Bosshard, John	I am opposed to the gondola. It is too expensive and will be a blight on the landscape.	A32.29VV
55516	Bost, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Bost</p>	A32.3A; A32.3F
55268	Bosworth, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Bosworth</p>	A32.3A; A32.3F
55304	Bosworth, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Bosworth</p>	
55447	Bosworth, Caleb	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caleb Bosworth</p>	A32.3A; A32.3F
55228	Bosworth, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Bosworth</p>	A32.3A; A32.3F
55323	Bosworth, Janice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janice Bosworth</p>	A32.3A; A32.3F
53124	Bosworth, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Bosworth</p>	
55731	Bosworth, Melissa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melissa Bosworth</p>	A32.3A; A32.3F
55250	Bosworth, Norman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Norman Bosworth</p>	A32.3A; A32.3F
43635	Both, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Both</p>	A32.3A; A32.3F
49902	Bott, Nikki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nikki Bott	
39717	Bott, Steven	I am adamantly opposed to building a Gondola in Little Cottonwood Canyon. This project will use taxpayer money to exclusively benefit the ski area businesses, but will not facilitate any other canyon users, will not operate in the summer, and the rides will take too long. with inconvenient access to the gondola base area. In addition, a gondola will not facilitate emergency services, which will still require building avalanche tunnels. Please move forward with building avalanche tunnels to minimize weather impacts, and greatly expand year-round bus service. I'll use the bus if the service is expanded. Bus ridership is low now because the service is WAY too limited.	A32.29VV
39671	Bouchard, Frank	There is an issue that I think UDOT really hasn't considered, and that is the effect that the gondola project will have on the long term public perception of UDOT as an agency as well as the talent that you will be able to recruit in the future. Because of the gondola, I am now often ashamed to tell people that I work for UDOT. I often get negative reactions and criticism from friends and people that I meet. I've been on the market for a new job to distance myself from this poorly-conceived and controversial project, even though my job has nothing to do with it. And I know that I'm not the only one. As I'm sure you are aware, good UDOT employees often stick with the department for many decades. I even know people that have had children follow in their footsteps and get jobs at UDOT. Losing one of them is not trivial. The gondola project could have a negative impact on UDOT employment for the next 100 years. This is all in addition to the fact that it isn't going to work, it's an irresponsible use of tax payer money, and it will unnecessarily cause permanent damage to Little Cottonwood Canyon. Think about it.	A32.29VV
48854	Bouck, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Bouck</p>	A32.3A; A32.3F
40583	Boud, Michael	<p>Dear sir or madam,</p> <p>Most Utahns oppose the gondola. Please do not destroy one of our states most scenic treasures! The damage would be irreversible.</p> <p>There are other options:</p> <ul style="list-style-type: none"> *A robust shuttle bus system. Bus services were cut this past season, one of the busiest ever, which doesn't represent a typical season. The unusual snowfall and decreased transport augmented wait times. The ski resorts should foot the bill for this, NOT the tax payers. Or a private business could develop this. This is also much cheaper than the gondola! *A competent ride-share app program. People who have 4 or more passengers could ride up the canyon. They could use an app to meet at: *Grocery store and shopping center parking lots. there are many of these and they are never as much as half full. *Empty office building parking structures, such as those at Old Mill/Knudson's Corner business center, that are not used on weekends and many holidays. *Already existing park and rides. <p>LCC has bad traffic on holidays and weekends between approx Dec 21 and end of March/beginning of April. By mid-April ski resort traffic has mostly fizzled out. So that is only 3.5 months of the year, mainly weekends, Christmas vacation time, and other holidays. What about the rest of the year? Hikers, mountain bikers, nature enthusiasts, backcountry skiers all adore Little Cottonwood. We are taxpayers and this is national forest and federal wilderness.</p> <p>It is so refershing and even healing to have this pristine corridor so close to the craziness of the city below. We need a pristine Little Cottonwood. Rich flora and fauna and our watershed also depend on LCC's protection. One of my favorite places to snowshoe is the meadow area near the LCC creek just off the White Pine trailhead. It's as close to a winter paradise as one could find. And hiking the White Pine/Red Pine system in the summer with its views and unspoiled nature is a world-class outdoor experience.</p> <p>The law already protects the canyon from developing the buffer zone between the highway and federally designated wilderness areas. The roadless rule is the law.</p> <p>The gondola will not solve the problem. It will introduce many new ones, including long waits for skiers on busy days.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please do not alienate us. Work with the community to come up with solutions that will benefit everyone.</p> <p>Best regards,</p> <p>Michael Boud South Jordan</p>	
40738	Boudreau, Tobias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tobias Boudreau</p>	A32.3A; A32.3F
46737	Boudreau-golfman, Mathias	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mathias Boudreau-golfman</p>	A32.3A; A32.3F
54339	Boudrot, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Boudrot</p>	A32.3A; A32.3F
54379	Bouley, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rachel Bouley</p>	
51416	Bounds, Kami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kami Bounds</p>	A32.3A; A32.3F
39919	Bounous, Suzanne	<p>This is our 3rd day stuck up LCC. At least putting in avalanche tunnels over the road would be an improvement. In addition put them up over an electric train that stops all the way up the canyon. Or Go with the gondola, anything would be an improvement. A cardiac event at the Cliff Lodge was just picked up by Life Flight. They could have been out of here 3 days ago if we just had any of the above.... Tunnels for the cars, tunnels for a train, or a gondola in the air. Let's do something! ?</p>	A32.29VV
50406	Bourgeois, Aiden	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aiden Bourgeois</p>	A32.3A; A32.3F
45886	Bourguignon, Marc	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marc Bourguignon</p>	A32.3A; A32.3F
48054	Bourke, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Liam Bourke</p>	
41722	Bourke, Margaret	<p>Utah Department of Transportation Little Cottonwood Canyon EIS via email: littlecottonwoodeis@utah.gov c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121 RE: March 17, 2023 issued Supplemental Report regarding IRAs and Air Quality Technical Report Attached please find my comment related to UDOT's supplemental reports regarding IRAs and Air Quality, issued March 17, 2023. Appropriation of NFS lands As will be detailed below, I write out of concern that the FHWA will appropriate NFS lands for highway usage for this Project. Amendments to the 2003 Forest Plan, may be involved "if the proposed use is inconsistent with the Forest Plan" for lands in the national forest system. The Forest Service MUST decide to authorize UDOT to use NFS lands for the Project. Because a Supplement was required to address IRAs, NFS lands are at issue. Updating the 20 year old Forest Plan for the Project will be necessary. The Project involves phasing, snow-sheds, trailhead improvements and "Gondola B infrastructure (includes access road and parking structure)." Because of the planned phasing, there are areas of NFS lands involved in the Project. While not completely detailed in the FEIS, nor the Supplements, constructing snow-sheds, Gondola angle stations, towers and trailhead parking, all require constructing roads. Some of these may be in National Forest System lands. How much? Do we know? Have the plans been detailed? Absent detailed plans, showing the acreages involved, this is unknown. Absent this information there can be no accurate evaluation in the FEIS. Absent this information, there can be no effective evaluation in any future ROD by the Forest Service. Indeed, prior to details being released none know the "plan." Similarly, how, or on what can be the public "comment", absent those same details? The 2003 Forest Plan needs to be updated, in totality. Would amending the plan related to this project, alone, risk doing irreparable harm to the National Forest System lands outside the scope of that amendment? One can not determine, absent far more facts and details. Only if UDOT implemented busing, using not 14 year old technology, but new buses powered by electricity, not diesel fuel, might the Project be able to move forward without a revised Forest Plan. There would be no need for all the infrastructure in the canyon on NFS lands, roadless conservation areas or otherwise. If instead, UDOT continues to move on the preferred Gondola B alternative, FIRST, allow the Unita-Wasatch-Cache National Forest, to prepare and release a comprehensive update the 2003 Forest Plan. Then ALL will have updated information, with details on current conditions, including updated climate, ecological, habitat, watershed and other factors important to considering and evaluating alternatives. Inventoried Roadless Areas Roads Inventoried Roadless Area (IRA) Supplemental report (hereinafter "Supplemental") regarding of White Pine, and portions of Twin Peak and Lone Peak conservation areas. "UDOT has determined that a supplemental EIS is not required under 40 Code of Regulations (CFR) Section 1502.9(d) because substantial changes to the proposed actions have not occurred, nor are there any significant changes or information in this impacts analysis that would have a significant bearing on the findings of the previous National Environmental Policy Act documents. Any proposed activities impacting NFS lands remains subject to the USDA Forest Service's review and decision." (Id., at p. 1.) This 70 page report was necessary because the Department of Agriculture (USDA) requested an analysis of Project impacts (the SR-210 FEIS alternatives relating to LCC) for 3 areas adjacent to Wilderness areas. "provide supplemental information and analysis regarding the impacts of the S.R. 210 Project to Inventoried Roadless Areas [IRA] under the 2001 Roadless Area Conservation Rule (RACR; 66 Federal Register 3243 [January 12, 2001]) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) for the purpose of the RACR. In general, the RACR prohibits road construction, road reconstruction, and timber harvesting (timber cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. The Forest Plan includes management direction for roadless areas within the Wasatch-Cache Planning Area of the Uinta-Wasatch-Cache National Forest." The Supplemental identifies those wilderness areas, the parameters of the applicable federal laws and regulations, as well as what are considered exceptions to "limit or prohibit construction, and reconstruction of roads or timber harvesting in 'roadless' conservation areas, or mitigation measures to minimize impacts from that harvesting or road construction". Exceptions to these limitations/prohibitions include definitions of what constitutes a roadway, as well as when "roads [are]deemed essential for public health and safety, road reconstruction, if needed to mitigate a hazard, or a federal-aid highway project in the public interest." (The Supplemental, @ p. 4) Similarly, there are exceptions for timber removal when "incidental to implementing an activity which itself is not otherwise prohibited," IF such "cutting and removal may be necessary to facilitate construction or improvements...." The Wasatch-Cache USFS 2003b Forest Plan, Final EIS, did not recommend any of the 3 Inventoried Roadless Areas (IRAs) be re-designated or added to "wilderness" areas. UDOT's 2023 Supplemental, quotes from the 20 year old Forest Plan, identifying what roadless characteristics and value metric are used, including: "high-quality soil, water, and air resources; sources of public drinking water; biodiversity (assessed in whole as the IRA's degree of "properly functioning condition") and habitat for threatened, endangered, proposed, candidate, and sensitive species and for those species dependent on large, undisturbed areas of land; recreation opportunities in the primitive, semi-primitive non-motorized, and semi-primitive motorized classes; reference landscapes; scenic integrity; traditional cultural properties and sacred sites (heritage resources); and other locally unique characteristics." (The Supplemental,@ p. 5). What is the effect of using analysis contained in the Forest Plan from twenty years ago? Is the situation static? Are there more current measurements? Might IRA status be reconsidered and this area be included, if the 2003 Forest Plan were updated between now and 2050? Have visitation, environmental concerns, ecosystem values, species habitat, scenic integrity and other locally unique characteristics changed, or are/might they be threatened, or changed following the publishing of the 2003 Forest Plan? What effect on these and other metrics, might be anticipated over the next 25 years? Do qualities diminish, due to the lack of visitor use management studies, and/or authority of the resource analysis? What is the effect and importance of solitude, as the population has changed over the past 20 years, and is projected to double again in the next 30? By failing to study, will the effects of an ever-growing number of visitors, inexorably change the forest? Sabino Canyon, in the Coronado National Forest has long had a limit on the number of visitors, consistent with its reservation system for trams from the valley floor. Sabino is designated neither an IRA nor a wilderness area. Nonetheless, Sabino's status and visitor usage is controlled for other value metrics. Visitor use management techniques are employed by other national forests as well: wilderness permits are used in Desolation, Sierra National Forest, Inyo National Forest, and others. Timed entry is also used in some national forests. These limiting techniques, and others, have become the norm, including some seasonal quota systems when visitations are highest. Little Cottonwood Canyon (LCC) is still lacking a visitor use management study. The Forest Plan for the Wasatch-Cache-National Forest is old, 2003; even before "the forest" included Uinta National Forest. (2003 Forest Plan) The needed update should include visitor use management analysis and studies, consistent with current science on that topic. LCC still lacks a complete WALROS analysis and designation consistent with current values and preservation of ecology, environment, water quality, species habitat, etc. LCC road is itself not an IRA nor a wilderness area. However important wilderness areas and IRA's are adjacent thereto, and accessed from LCC road. UDOT, says lands bordering the Twin Peaks Wilderness Area were valued as "medium (2 to 4) to low (1 to 2)". (Supplemental IRA, p. 6). Is UDOT's characterization of values misplaced? Considering the lands "values" rather than merely their acreage total, the "medium" classification might undervalue. There is not only a "high value", but perhaps extremely high value, if there is such a ranking, considering the importance to Salt Lake City water quality from the waters flowing from LCC. I understand LCC waters are the purest water in the Salt Lake City Public Utilities system. Similarly, is there not a high value to a functioning ecosystem and minimizing a threat to a cutthroat trout</p>	A32.3F; A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>species? As noted below, the Supplemental does correctly note high value scores, but, nonetheless, the Supplement appears to diminish the importance of these higher values, in the report summaries. "A high (5) score was identified for the public drinking water value; runoff drains into Little Cottonwood Creek (and Big Cottonwood Creek), which are Salt Lake City Department of Public Utilities (SLCDPU) water sources. A medium-high (4) score was assessed by USDA Forest Service for the IRA's properly functioning ecosystem value. A medium-high (4) to high (5) score was assessed for the heritage resources value, although the Forest Plan Final EIS mentioned that data were limited. A high (5) score was reported for the fish species at risk value because of a small population of cutthroat trout that was found in Deaf Smith Canyon, which is outside the impact analysis area and in Little Cottonwood Creek (assessed in the Lone Peak IRA; see Section 3.2, Lone Peak IRA)." (Id., footnotes omitted) The Supplement also concluded Lone Peak and White Pine IRAs with "medium" classifications, on similar measurements. These areas also have higher values for drinking water, ecosystem, heritage, and fish species values. (§§ 3.2 & 3.3, pp 7-8.) White Pine IRA also had high value classification for scenic integrity, habitat (including eagles) and semi-primitive recreational experience. Again, is the "medium" classification, based on acreage, the best measure for the areas value? The Supplemental notes a "discrepancy" with Gondola Tower 10 from the FEIS. That tower would occupy more than 2,600 square feet, within the White Pine IRA (§4.5.2.1.) However the Supplement concludes, because the impact acreage is small, water quality, and soil will not be materially affected: "Impacting 0.06 acre (0.003%) of vegetation in the extreme northwest corner of the White Pine IRA would not materially affect the important soil or water roadless value in the IRA, and water quality would be maintained." (Id.) Has the value classification considered construction only? Was there any consideration for ongoing maintenance and operations? Are these operations projected to be year-round or only seasonally? What is the impact from the building of that tower, construction personnel, equipment and material? What is the impact for the continued maintenance and upkeep of that tower? What is the impact from inspecting the tower itself and the cables it supports? Would those activities occur only when water and vegetation are covered by snow? How often might inspections be needed; what type of equipment and chemicals might be carried or intrinsic to those vehicles? What is the effect of a spill from those vehicles? Referencing not only Gondola A, but likely Gondola B, the preferred alternative, this section of the Supplemental concludes with this sentence: "If a gondola alternative is selected, UDOT, during final design, will evaluate shifting the tower west to avoid the White Pine IRA." (Id. Emphasis added.) Why is now not the time to design and evaluate? What will be the criteria selected for any future evaluation? Who will establish the criteria? Who will evaluate compliance with that criteria? Will another EIS be drafted for that future process? Can an EIS, which is to consider impacts, effectively do so when the project design is not known? How can "impacts" from an "unknown" be evaluated? At a later, final design phase, are future "evaluations" to occur? Will those evaluations be at the agency level? If later, are these designs outside the scope and purview of the EIS process? Will those designs, prior to "implementation" be available for public viewing/comment? If not, how does this action comply with both the letter of the law as stated in NEPA, but also the rationale for enacting it, 50 years ago? Tree Harvesting/Removal Timber harvesting is also discussed in the Supplemental. This section lacks detail as well. It is likely referring to this same area within the White Pine IRA, where "one tower, if not relocated," would require "removal of about 0.06 acre [>2600ft2] of forested/woodland vegetation." (§4.5.3.). The Supplemental concludes, due to the total size of the Twin Peaks IRA, that removal of between 2 and 3 acres of "forest/woodland vegetation would not be a substantial amount of timber relative to the size of the Twin Peaks IRA (6,490 acres)." (Id.) Similar timber removal is envisioned in Twin Peak and Lone Pine IRAs, more that double the amount/acreage size removed in White Pine IRA. Gondola B's supplementary analysis is at section 4.6.1.1. This highlights another angle station at the Park-and-Ride lot at the mouth of LCC road, for base station employee parking. This adds two additional towers 1A and 1B. When will the decision be made whether or not Tower 10 will remain where currently planned, or moved? Provisions which apply in conservation areas are apparently eliminated here, due to the very definition of a roadless area and the Project as defined. Roadless Area Conservation Rules (RACR) only applies to roadways. The Supplemental concludes that because a gondola, is not considered a roadway nor motor travel way, construction thereof would not "prohibit[] in any "removal of timber around the base and angle station [which] would be considered incidental to an activity not prohibited (construction of the gondola). The final decision will be made by the USDA Forest Service in its ROD for the S.R. 210 Project."(Id.) In summary, the IRA Supplemental notes, "the footprint of the gondola alternatives (one tower and about 500 feet of cable) would be within the White Pine IRA. The base physical values and unique qualities of the White Pine IRA would be maintained in compliance with its assigned undeveloped area management prescription (MP [milepost] 2.6). (Id, §5.0) The "assigned undeveloped area" within the 2003 Forest Plan is the point. Would that remain the characterization sir the Forest Plan were more current? With weather extremes being experienced this year in many places, including LCC, with over 878 inches of snowfall (as I write this), is any tree removal justified? Tree roots hold the soil and prevent erosion, reduce size and severity of avalanches, and limit mudslides. Is removing 2-3 acres of trees and woodland well or ill-timed? Are the climatic changes a foretaste to future weather; extreme drought, extreme snowfall, extreme rainfall? Treating the forest and weather as static is not what climate scientists are telling people related to the canyon, the state, the country, indeed the world. Trees and flora of many types in LCC have a challenging environment to propagate and thrive. Does removal of any, but damaged, or, thinning to reduce wildfire risk, seem a prudent activities, even if not within a wilderness area? Although the ski areas plant saplings annually within their special use permitted areas, are there comprehensive accountings of the survival rate of those thousands of saplings and seedlings? Are there efforts to diversify and replant in other areas, such as the areas under consideration for this project? Should the focus in the forest be to add more planting; to diversify the forest, to reduce the age of the forest, supporting ecological health, species habitat, health and maintain water quality at the highest levels possible? Air Quality Analysis Technical Report An Air Quality Analysis (referred to as technical report, or report) was simultaneously released. This report evaluates particulate matter "hot spots," for average 24 hour and annual rate models at the Gravel Pit and mobility hub. This report concerns two particulate matter sizes (PM2.5 and PM10). Science has demonstrated concentrations of PM 2.5, a particle 100 times thinner than a human hair, has adverse health effects. By way of background, the EPA states: "Fine particles (PM2.5) pose the greatest health risk. These fine particles can get deep into lungs and some may even get into the bloodstream. Exposure to these particles can affect a person's lungs and heart. Coarse particles (PM10-2.5) are of less concern, although they can irritate a person's eyes, nose, and throat." Air quality experts at the National Institute of Health (NIH) found a direct correlation between increased life expectancy and lower levels of PM2.5, whether indoor or outdoors. Other research indicates outdoor PM2.5 causes skin damage. The Indoor Air Hygiene Institute defines PM2.5: The seven chemical components of PM2.5, including sulfate, nitrate, ammonium, elemental carbon, organic carbon, silicon, and sodium ion, were chosen based on the findings of Bell et al.,7 as they are the only components that each contributed greater than 1% of PM2.5 mass for either seasonal or yearly averages.... Most studies indicate PM2. 5 at or below 12 µg/m3 is considered healthy with little to no risk from exposure. If the level goes to or above 35 µg/m3 during a 24-hour period, the air is considered unhealthy and can cause issues for people with existing breathing issues such as asthma. *** In areas with high outdoor pollution (above 35 µg/m3 in the outdoor air), windows to the building should be closed and outdoor air brought inside using HEPA filtration. UDOT's new technical report was required due to concerns raised by the Federal Highway Administration (abbreviated in the EIS as FHWA)and UDOT's use of the "WFRC 2050" modeling. That model included buses, ranging from 0 and 30 years old and EPA's "2014 Moves" models with 82% transit buses diesel powered. FHWA requested more conservative analysis with all buses using diesel and at their useful life, 14 year old technology. Apparently, no request was made to evaluate/model air quality within LCC canyon itself, only at the parking area and transit hub. Report at p. 1: "The proposed phasing would include increased and improved bus service as described for the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single-occupant vehicles, and the construction of mobility hubs. UDOT would also proceed with</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>widening and other improvements to Wasatch Boulevard, constructing snow sheds, and implementing trailhead and roadside parking improvements, as funding allows. UDOT would start with a bus service adjusted to be closer to the implementation-year demand, and therefore smaller mobility hubs at the gravel pit and at 9400 South and Highland Drive would be needed, and fewer buses would be required compared to the full build-out of the Enhanced Bus Service Alternative. The bus service would likely start with 10-to-15-minute service instead of the 5-minute service evaluated to meet the demand in 2050. When the gondola system becomes operational, all parking would be located at the Gondola Alternative B base station; there would no longer be a need for enhanced bus service, and the impacts associated with operation of the enhanced bus service would cease.” While the discussion focuses on the Gondola A alternative, and the Draft Final EIS selected Gondola B as the preferred alternative, UDOT explains the “hot-spot” analysis for Gondola A included the gravel pit mobility hub, the same primary diesel emissions source as the preferred alternative, and the same methodology identified in the Final EIS was used to model this scenario.” (Id.). For each area, the technical report concludes the new numbers are not significantly different from those in the FEIS. (Technical Report, @p. 8-10, §§4.1-4.3) This might be a reasonable conclusion, on that measure alone, but as buses are primarily for transport, where is the evaluation of the air quality within the canyon, where the buses are intended to travel? At the FEIS locations, the 24-hour for PM10, found no overall change from those in the FEIS model, merely 5.110 vs 5.111µg/m3. image.png However, due to local violations already existing, the report concludes the Project “would not contribute to any new local violations of, increase frequency or severity of any existing violation of, or delay timely attainment of the 24-hour PM2.5 NAAQS [National Ambient Air Quality Standard]. Therefore, the S.R. 210 Project, including the preferred alternative is consistent with the SIP[state implementation plan] and would not cause an exceedance of the 24-hour PM2.5 NAAQS.” (Emphasis added, Report @ p. 9, §4.2) The 24-hour model for PM2.5 was similarly modeled; demonstrating only 5.5µg/m3 below the 2014 EPA labeled dangerous level: PastedGraphic-1.png Where is this information for the canyon itself? Modeling “for” LCC canyon at locations in Sandy and Cottonwood Heights, is by definition, not LCC. Air quality in the Salt Lake Valley; how does that relate to air quality in the canyon itself? What is the effect on air quality within LCC from the Project, whether the phased portion, or thereafter? What is the air quality when considering “seasonal” numbers during the winter months, rather than average daily or annual numbers? Signs posted at the mouth of LCC indicate winter, and traction laws driving conditions can be in effect from October through May 1. Are measurements during that period comparable to either the average 24-hour or the annual numbers used in the Technical report measured at the gravel pit or transit hub? The Project describes the phased bus and/or gondola are to run ONLY in the winter. It is winter when the Salt Lake Valley experiences inversions. It is then that the outdoor air quality is at times unhealthy, whether from fireplaces, vehicle exhaust or industrial air pollution. What effect, if any, is there to the air quality in the canyon from that inversion? What about the additional introduction of even a small amount of PM2.5 above, below, and/or at the “top” of that inversion? What effect is there to public health with even a small increase in PM2.5, for example between 30 and 35µg/m3? What is the effect as the inversion does not remain on the valley floor, but moves up the canyon? It is interesting to note the “background concentration” is projected in 2050 at 29.3 micrograms (µg/m3). Are there no measures to reduce that level? Terry Tempest Williams recently authored an opinion piece in the New York Times discussing pollution from precipitous lake level declines. (“I am haunted by what I have seen at Great Salt Lake, March 25, 2023). Ms. Williams discussed the peril to the Great Salt Lake from over use of the waters which feed/terminate in the lake. Also, she noted a Salt Lake Tribune article from Dr. Hanna Saltzman, a Utah pediatric physician’s concerns about the toxins uncovered by the lake retreat, “toxic dust storms could be catastrophic for children’s health. Take lead for example, one if the heavy metals found in the lake bed: Even the tiniest amount of lead poisoning can harm a child’s brain.” [quoting form the World Health Organization’s fact sheet on lead.] (Id.) Ms. Williams also discusses expert information from Robert Paine, professor of medicine and a pulmonologist at the University of Utah. Paine studies the impact of air quality on human health. Ms. Williams says: “He’s most concerned about the effect of breathing in the tiny particulate matter in the lake bed dust known as PM2.5. ‘We know that even a couple of days of higher exposure to PM2.5 particles can have immediate health effects,’ he told me. ‘We also know that increased amounts of lake bed dust will add to accumulated exposure with long-term health effects.’ What we breathe in during these dust storms can trigger cardiovascular events from strokes to heart attacks to respiratory diseases such as asthma, pneumonia and lung cancer.” Is there more information available to suggest a better course than the WFRC 2050 model? Is it true that PM2.5 can cause acid rain and impact aquatic ecosystems? Has UDOT considered acidification by wet deposition, of PM2. 5? Is it true that PM2. 5 can stay in the air for days or weeks, and can travel even many hundreds of miles. (Website) If so, where is the analysis considering this fact and its impact on both the 24 hour and annual concentrations? In merely three and a half weeks, the concentrations can exceed the NAAQS standard of 35. And, as the PM2.5 particles travel, should not the “background” be broad enough to account for such migration, a large geographic area? What is the effect on the air quality in LCC canyon, when air particles are funneled due to the natural topography of the canyon itself? In 2016, increased mortality was documented, where concentrations were below the EPA’s PM2.5 standard of 12 µg/m3 of annual exposure and 35 µg/m3 daily. NIH paper. Is measuring concentrations at the Gravel Pit and transit hub, versus the canyon itself misplaced? As a resident of LCC canyon, I want to ensure the air quality be as clean as possible. That clean air is what brings sunny, bluebird days winter and summer. Is it sufficient to merely state that the proposed 2050 Project will not exceed 2016 NAAQS standards? Is there not more to consider than merely averaged 24-hour and annual air quality from PM2.5. Is the legislature not working to increase the lake level to reduce toxic dust? If levels of toxic dust increase, even now at levels not anticipated by scientists before, what is the effect on the WFRC 2050 model used in this analysis? In conclusion, I would urge UDOT to evaluate air quality not using the WFRC 2050, not the 2016 NAAQS standards, but the more recent NIH numbers and air quality be evaluated in LCC canyon itself, not only at the mouth of Big Cottonwood Canyon at the Gravel Pit, or the transit hub in the canyon floor. Thank you for the opportunity to comment on these latest reports on the UDOT, LCC FEIS transportation preferred alternatives. Sincerely, Margaret Bourke (Please do not releases my home address nor email on any and all public disclosures of comments.)</p>	
46281	Bourland, Izabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the “Roadless Rule” because it’s not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Izabella Bourland</p>	
54573	Bourne, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Bourne</p>	A32.3A; A32.3F
49924	Bourne, William	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, William Bourne</p>	A32.3A; A32.3F
55841	Bourque, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Bourque</p>	A32.3A; A32.3F
50010	Bouse, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Bouse</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50934	Bousum, Jayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayna Bousum</p>	A32.3A; A32.3F
47198	Boutin, Lindsey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lindsey Boutin</p>	A32.3A; A32.3F
49868	Bouton, Anderson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anderson Bouton</p>	A32.3A; A32.3F
47475	Boutwell, Dominica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominica Boutwell</p>	A32.3A; A32.3F
45897	Bouwhuis, Cortney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cortney Bouwhuis</p>	
47951	Bouwhuis, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Bouwhuis</p>	A32.3A; A32.3F
50537	Bouwhuis, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Bouwhuis</p>	A32.3A; A32.3F
48363	bova, Tim	<p>To whom it may concern,</p> <p>The proposal for a gondola in little cottonwood canyon is not the right move. A gondola through a roadless zone is a best a willful misinterpretation, and at best a malicious workaround. This will do nothing besides improve access for a few expensive private resorts, and destroy wilderness area. This is completely unacceptable. If you want to reduce traffic, mandate buses or put a train in. Nationalize the ski resorts. Anything besides destroying more public land for the purposes of creating more access for a private business. This is absurd</p> <p>Regards, Tim bova</p>	A32.A; A32.3F
47139	Bovee, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Seth Bovee	
47440	Bowden, John	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Bowden	A32.3A; A32.3F
44707	Bowditch, Erica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erica Bowditch	A32.3A; A32.3F
41140	bowen, Annie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annie bowen	A32.3A; A32.3F
49596	Bowen, Elisabeth	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elisabeth Bowen	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45414	Bowen, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Bowen</p>	A32.3A; A32.3F
54628	Bowen, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Bowen</p>	A32.3A; A32.3F
49971	Bowen, Reagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reagan Bowen</p>	A32.3A; A32.3F
39539	Bowen, Rene	<p>My preference is the Enhanced Bus with the Enhanced road widening alternative as the best. I am completely opposed to the Gondola and the Cog Railroad. The gondola is too expensive, will be unsightly and will not benefit the majority of the citizens of Utah. The ski resorts need to recognize that they are not the top priority for most of us. We prefer our canyons be left as they were intended to be for all people to enjoy recreation preferences not just the 3-4 month ski season.</p>	A32.29VV
43836	Bowen, Spenser	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spenser Bowen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48451	Bower, David	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Bower</p>	A32.3A; A32.3F
45404	Bower, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Bower</p>	A32.3A; A32.3F
47825	Bower, Starrlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Starrlyn Bower</p>	A32.3A; A32.3F
39785	Bowers, Erin	<p>The gondola is not the answer to the traffic issue in the canyon. As this season has thoroughly proven, the canyon and resorts will continue to need closure for avalanche mitigation regardless of whether a gondola was built, meaning that the resorts would still have closure issues even while "keeping people off the road." The gondola would simply move the line of traffic downward to its base station. The gondola itself presents an unfair issue to county residents where it would be built, as well as to taxpayers who do not even use LCC as it would only serve two ski resorts. It would be unsightly and environmentally impactful to the canyon. The underlying problem that needs to be investigated and regulated is the existence of conglomerate passes such as IKON, Mountain Collective, and EPIC. The origination of these passes is the ROOT CAUSE of the tremendous increase in traffic in the canyon. These passes are sold worldwide with absolutely no limits and regulation of any kind and should be permanently eliminated or sharply regulated. People would still buy season passes and come to ski if these conglomerate passes were removed, and likely in safer numbers. The resorts also do not limit numbers of skiers and this has caused an increase in safety concerns and accidents. The gondola is yet another self serving way that these resorts desire in order to make more money. There are other things that could be implemented in the canyon with road changes and other means of transportation and monitoring that have not been fully investigated or tried. The resorts actively tried to reduce bus service this year, claiming safety issues, which is ludicrous. I am fully against building a gondola which will not solve any of the problems claimed by its proponents.</p>	A32.29VV
53356	Bowers, Heather	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Heather Bowers</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49758	Bowers, Lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Bowers</p>	A32.3A; A32.3F
44937	Bowers-Smith, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Bowers-Smith</p>	A32.3A; A32.3F
55930	Bowie, Maeve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maeve Bowie</p>	A32.3A; A32.3F
50859	Bowles, Annalee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annalee Bowles</p>	A32.3A; A32.3F
44581	Bowles, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Bowles</p>	
54009	Bowman, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Bowman</p>	A32.3A; A32.3F
41771	Bowman, Kate	<p>Thank you for conducting additional analysis regarding the impacts of the final EIS alternatives on Inventoried Roadless Areas and air quality.</p> <p>As a frequent visitor to Little Cottonwood Canyon in both the summer and the winter, I do not believe that any of the gondola alternatives are realistic solutions to the traffic problems in LCC. The cost of the gondola, in terms of both taxpayer dollars and environmental impacts, is simply not worth the limited benefits it would provide. The historic avalanche cycle that took place in April 2023 is a great example of the shortcomings of the gondola as a traffic solution. The LCC road was fully or substantially closed for most of two weeks during a period of warmer weather that resulted in many avalanches. Most of the slide paths in LCC ran across the road, depositing many meters of heavy, wet snow as well as debris including large trees across the road. During periods like this, it is hard to imagine that the gondola would be able to continue running safely given the significant potential that poles or cables could be damaged by avalanches or debris. On the other hand, increased bus service combined with snow sheds is a much more flexible and adaptable solution that can meet the transportation needs of visitors today, and be adapted to meet future and changing needs.</p> <p>The gondola alternatives do not provide safety or mobility benefits significant enough to justify the impacts to the White Pine, Twin Peaks, and Lone Peak IRAs, including the vegetation and timber removal required for construction. The gondola will further violate the spirit of the Roadless Area Conservation Rule because it will result in permanent and ongoing impacts from the gondola towers and the noise of the cables running throughout the day. The visual impact will be even more significant than expansion of the road.</p> <p>Last, regarding the air quality supplemental report, the enhanced bus alternative should include evaluation of use of electric buses. Switching to electric buses would dramatically reduce the air quality impact of the enhanced bus alternatives. Many local governments are already transitioning their bus fleets to electric, and more and more models of heavy duty electric vehicles are available every year. Enhancing bus service and transitioning to an electric fleet provides all of the air quality benefits of the gondola alternatives and more carbon emissions reductions, since the gondola will still be powered by a grid that is currently mostly derived from the burning of fossil fuels.</p>	A32.3A; A32.3I; A32.10G
50218	Bowman, Lucy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lucy Bowman</p>	A32.3A; A32.3F
51860	Bowman, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Bowman</p>	
49102	Bown, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Bown</p>	A32.3A; A32.3F
53647	Bown, Marilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marilyn Bown</p>	A32.3A; A32.3F
48652	Bowyer, Tynan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tynan Bowyer</p>	A32.3A; A32.3F
51840	Boyack, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Boyack</p>	
41844	boyadzhiev, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra boyadzhiev</p>	A32.3A; A32.3F
47714	Boyce, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Boyce</p>	A32.3A; A32.3F
51813	Boyce, Beverly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Beverly Boyce</p>	A32.3A; A32.3F
43753	Boyce, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madeline Boyce	
50992	Boyd, Ashworth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashworth Boyd</p>	A32.3A; A32.3F
56016	Boyd, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Boyd</p>	A32.3A; A32.3F
53945	Boyd, Jace	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jace Boyd</p>	A32.3A; A32.3F
55830	Boyd, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Boyd</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55793	Boyd, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Boyd</p>	A32.3A; A32.3F
54214	Boyd, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Boyd</p>	A32.3A; A32.3F
47462	Boyd, Ruthie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Gondola construction would have similar severe impacts on the land and water surrounding the construction area as would the installation of a road; ecologically, the impacts of the two are too similar to argue that a gondola could be an exception to a roadless area rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ruthie Boyd</p>	A32.3H; A32.3A; A32.3F
53781	boyden, grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grant boyden</p>	A32.3A; A32.3F
49034	Boyer, Brooke	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Boyer</p>	
40392	boyer, janae	<p>Little Cottonwood Canyon is a world class geologic wonder. Text books typically provide a shot of the canyon to describe a perfect U-shaped valley carved by a glacier. Installation of a gondola would ruin this famous geologic feature. In addition, a gondola serves limited public and is a waste of taxpayer funds.</p>	A32.29VV
45704	Boyer, Jonas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jonas Boyer</p>	A32.3A; A32.3F
49383	Boyer, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Boyer</p>	A32.3A; A32.3F
51021	Boyer, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Boyer</p>	A32.3A; A32.3F
52775	Boyer, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Boyer</p>	
48204	Boyes, Anna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anna Boyes</p>	A32.3A; A32.3F
49245	Boyle, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Boyle</p>	A32.3A; A32.3F
54490	Boyle, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Boyle</p>	A32.3A; A32.3F
47485	Boyle, SaJatah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, SaJatah Boyle</p>	
54639	Boyle, Samantha	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samantha Boyle</p>	A32.3A; A32.3F
50899	Boynton, Kyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyla Boynton</p>	A32.3A; A32.3F
51847	Boynton, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Boynton</p>	A32.3A; A32.3F
48568	Bozer, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a former resident of Utah, I hope my voice is heard.</p> <p>Regards, Christopher Bozer</p>	
41833	Braceras, Carlos	<p>Wayne Niederhauser is a GOVERNMENT official appointed by Spencer Cox. He should rot in █████ for being in Cox's cabinet AND directly profiting off of this. Appalling that he calls himself Christian. Him and Chris McCandless and Kevin Gates are rich profiting off the poor. I hope the gondola can fit a camel on it, because a needle's eye cannot!!!! Visit this map to see all their dirty connections- https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola</p>	A32.29VV
48677	Brackett, Houston	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Also- █████ off and get a grip. Dont do this. Regards, Houston Brackett</p>	A32.3A; A32.3F
45678	Bracovich, Luis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luis Bracovich</p>	A32.3A; A32.3F
47183	Bradburn, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Bradburn</p>	A32.3A; A32.3F
52764	Bradburn, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Bradburn</p>	
46050	bradbury, Caleb	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caleb bradbury</p>	A32.3A; A32.3F
44177	Bradfield, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Bradfield</p>	A32.3A; A32.3F
55369	Bradfield, Marlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlee Bradfield</p>	A32.3A; A32.3F
55071	Bradford, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Bailee Bradford	
43606	Bradford, David	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Bradford	A32.3A; A32.3F
41043	Bradford, Dianne	My family, friends and I LOVE the IRA proposal...the wilderness areas named so far are literally sacred ground to us and the only faultier that sustained my sanity during Covid years and others years of hard losses. We also love the bus option to get to our sacred Wasatch spaces and are horrified at the lift ideas.	A32.29VV
46049	Bradford, Holden	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Holden Bradford	A32.3A; A32.3F
53907	Bradford, Jack	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jack Bradford	A32.3A; A32.3F
41369	Bradford, Jaxon	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jaxon Bradford	
48278	Bradford, Jordan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jordan Bradford	A32.3A; A32.3F
54436	Bradford, Megan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Megan Bradford	A32.3A; A32.3F
52455	Bradford, Misha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. And, as a person who doesn't access in winter the two resorts that would benefit most from the project, I'm opposed to this use of my tax dollars. Regards, Misha Bradford	A32.3A; A32.3F
50208	Bradford, Rachel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rachel Bradford	
47270	Bradford, Sidney	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sidney Bradford	A32.3A; A32.3F
46872	Bradford, Tailyn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tailyn Bradford	A32.3A; A32.3F
39767	Bradley, Amanda	I do not want a gondola in Utah's roadless areas. Especially the Cottonwood Canyons.	A32.29VV
53681	Bradley, Amber	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amber Bradley	A32.3A; A32.3F
48470	Bradley, Ethan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ethan Bradley	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47017	Bradley, Evelyn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Evelyn Bradley</p>	A32.3A; A32.3F
50238	Bradshaw, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Bradshaw</p>	A32.3A; A32.3F
49577	Bradshaw, Kila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kila Bradshaw</p>	A32.3A; A32.3F
40067	Bradshaw, Miranda	<p>Do not build a gondola. UDOT should research the feasibility of a permit program with some of these characteristics: No one is allowed to drive a private vehicle up the canyon unless they have a resident permit or a work permit. Residents could have guest permits. Everyone else can enter the canyon on free (electric) buses.</p> <p>With a permit system, no roads would need to be widened and everyone would have equitable access to the canyon and its amenities. Buses would no longer be stuck in traffic because fewer private vehicles would be allowed up the canyon.</p> <p>Originally I favored the gondola, but after reading about its impacts and the cost, I cannot help but believe that there are better, cheaper, more equitable, and eco-friendly solutions.</p>	A32.29VV
41791	Bradshaw, Redd	<p>Let me start with the fact that I OPPOSE THE GONDOLA IN ALL FORMATS. I think that widening the road and building avalanche sheds is the most sensible solution. It provides the access needed to the resorts and backcountry in the winter, and can be converted to a bike only lane outside of ski season. That said, I know you guys don't give a rats [REDACTED] what the public says and are trying to team through your gondola [REDACTED] through attrition with the incessant comment periods that you don't even listen to. I am extremely disappointed by how blatantly you are ignoring the public and clearly some people in power are in the pockets of the gondola industry. You disgust me.</p>	A32.29VV
44322	Bradshaw, William	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, William Bradshaw	
47327	Brady, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Brady</p>	A32.3A; A32.3F
55646	Brady, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Brady</p>	A32.3A; A32.3F
46548	Brady, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Brady</p>	A32.3A; A32.3F
51387	Brady, Elle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elle Brady</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41400	Brady, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Brady</p>	A32.3A; A32.3F
53395	brady, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole brady</p>	A32.3A; A32.3F
42861	Brady, Rainey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>On top of all of those points being born and raised in Salt Lake my summers were filled with memories if going in the canyons wondering and hammocking with my friends. This intrusive construction would be an eye soar and burden for everybody. Not only that but a horrible idea for business as well I mean there would need to be limitations on the resorts for the amount of people allowed on the mountain a lot more so than now and that journey up sounds like a pain, the memories you make car pooling up with your friends listening to music i are some of the best parts of living in Utah.</p> <p>Regards, Rainey Brady</p>	A32.3A; A32.3F
51364	Brady, Richard	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Richard Brady	
49049	Brady, Teagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teagan Brady</p>	A32.3A; A32.3F
54719	Brady-Lederer, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela Brady-Lederer</p>	A32.3A; A32.3F
43740	Bragas, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Bragas</p>	A32.3A; A32.3F
49206	brain, jonathan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, jonathan brain</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51498	Brain, Roonie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roonie Brain</p>	A32.3A; A32.3F
48397	Brain, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Brain</p>	A32.3A; A32.3F
44651	Braithwaite, Elisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elisha Braithwaite</p>	A32.3A; A32.3F
47496	Braithwaite, Josi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Josi Braithwaite</p>	A32.3A; A32.3F
52380	Braithwaite, Kaitlan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlan Braithwaite</p>	
48656	braithwaite, leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, leah braithwaite</p>	A32.3A; A32.3F
41637	Brakke, David	<p>I've been following the plans for improving the traffic situation in little cottonwood canyon and did not have strong opinions either way until this summer. The fact that none of the options covers trailhead access is a huge oversight and only kicking the can down the road. Traffic to trailheads during the summer has gotten out of control and to not address that at this time is missing a huge pollution, traffic and public impact issue. It is almost impossible to get to the trail heads and find parking anymore during the summer. Traffic up the canyon is not only a winter issue anymore and solutions for the summer need to be addressed. Winter is easier as Alta and Snowbird are the major destinations and the low hanging fruit but during the summer months the public spreads out over the canyon but still generates a massive impact on the environment. If we are going to spend the money to try and improve the situation then we need to look at stops that cover some of the major summer trailheads as well. A small investment now is much cheaper than changing things in the future when it's a huge problem.</p>	A32.29VV
55263	Braman, Molly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Molly Braman</p>	A32.3A; A32.3F
47940	Bramlette, Cortney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cortney Bramlette</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49471	Branca, Loren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Loren Branca</p>	A32.3A; A32.3F
55627	Brancato, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Brancato</p>	A32.3A; A32.3F
46960	Branch, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Branch</p>	A32.3A; A32.3F
42840	Branch, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Branch</p>	A32.3A; A32.3F
55563	Branch, Londyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Londyn Branch</p>	
40045	Branch, Tanner	<p>Hello, my name is Tanner Branch and I have lived under little cottonwood for most of my life now. I am against the construction of the gondola because of the effect it will have on our watershed, the preservation of the beauty of our canyon and its features, the preservation of the irreplaceable boulders and history connected to them, and the nationally protected land which should not be constructed on. I believe the gondola only benefits the financially wealthy people who can afford to ski in the winter (including non local tourists) and does not benefit the local people of Utah. I also think before UDOT chooses to abuse our taxpayer money to pay for this gondola we need to explore cheaper options including tolling the canyon in the winter and parking reservation at the resorts.</p>	A32.3F
39303	Branch, Thomas	<p>Clearly, it is time to explore electric buses or natural gas buses. It would be a beautiful thing to be able to park outside of the canyon and take a non-polluting bus up the canyon to rock climb, ice climb, hike or backcountry ski without having to take an hour gondola ride followed by a backward bus.</p> <p>Remember that we are a few years away from having driverless electric buses that can serve the canyon. This is a short enough road to have GPS beacons guiding all buses up the road in all conditions. Electric buses are the only option that can serve all 11 recreational areas located along the State Road in a non-polluting fashion.</p>	A32.29VV
53738	Brand, Laura	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laura Brand</p>	A32.3A; A32.3F
44236	Brand, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Brand</p>	A32.3A; A32.3F
52817	Brand, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Leslie Brand</p>	
45443	Brand, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Brand</p>	A32.3A; A32.3F
53265	Branden, Ariel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ariel Branden</p>	A32.3A; A32.3F
40672	Brandes, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Brandes</p>	A32.3A; A32.3F
45722	Brandon, Glenn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Glenn Brandon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39745	Brandon, Robin	I have worked in the construction industry for more than 30 years and I have seen what happens when you start tearing up the Land, I don't know how you can say it may help to keep Avalanches from happening when you're opening up the Land and Creating more than Avalanches! Dirty water ?,mud slides, taking away from the poor little Animals that have come accustom to, you are messing with their Food and Water supply and in the End, After you have Torn up the Land, You Money Hungry People are ALL out to Make A Buck, But STOP and Look At ALL of The Damage You Are Doing IF You Go Through With Your Plans!	A32.29VV
50569	Brandon, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Brandon</p>	A32.3A; A32.3F
44353	Brandon, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Brandon</p>	A32.3A; A32.3F
46275	Brandow, Jadin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jadin Brandow	A32.3A; A32.3F
43824	Brandt, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Brandt</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42727	Brandt, Colleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colleen Brandt</p>	A32.3A; A32.3F
55123	Brandt, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Brandt</p>	A32.3A; A32.3F
53959	Brandtjen, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Brandtjen</p>	A32.3A; A32.3F
40603	Brannan, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Brannan</p>	A32.3A; A32.3F
41571	Brannon, TheaandBob	<p>Re the Supplemental Information report on building gondola towers in the 3 impacted Inventoried Roadless Areas in LCC, we believe that this plan is in diametric opposition to the purposes for which this land use was reserved. That is, construction of roads to build and maintain the towers will reduce water quality for wildlife and humans, disturb the soil and drastically change the natural appearing landscape with high scenic quality. (Per FS 2001 Rule) To claim that the gigantic infrastructure of a gondola system should be allowed because it is not a road is ludicrous and seeks to subvert the public interest by focusing on semantics. There will be permanent roads to these things and they cannot be</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		authorized by the FS because they will not “ protect health and safety in imminent danger”, nor will they “mitigate environmental hazards.” Quite the contrary, they would introduce them.	
51175	Branz, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Branz</p>	A32.3A; A32.3F
48730	brar, caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, caitlin brar</p>	A32.3A; A32.3F
54921	Brasher, Shannon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shannon Brasher</p>	A32.3A; A32.3F
44705	Brashier, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Brashier</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48099	Bratt, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Bratt</p>	A32.3A; A32.3F
54713	Braudt, David	<p>To whom it may concern, I am an active member of the climbing and outdoor community that uses LCC every year to find solice, peace, and meaning. I'm unequivocally opposed the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion and is exorbitantly expensive! Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the law and shows a complete disrespect amd disregard for the efforts to preserve our wild places. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Lastly, after living on [REDACTED] and speaking with my neighbors about the gondola, i found NO ONE in support of it's construction. It's shocking that UDOT is ignoring the people that live in the area and the laws that govern the land the gondola would permanently damage! Regards, David Braudt</p>	A32.3A; A32.3F
44993	Braun, Bergen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bergen Braun</p>	A32.3A; A32.3F
47386	braun, heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, heidi braun</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39719	Braun, Michael	<p>I continue to oppose the Gondola alternative item. Reasons: 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes. The public comment period reads as though Wilderness Areas are expanding but, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon. Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected! I would never ride it. I will ride the bus. The GFondola should not be provided by TAX PAYOR money. Snowbird and Alta are private entities making bank off of taxpayer money? All should go to a referendum vote on the November ballot. The citizens of Salt Lake County should decide. I continue to oppose the idea and plan for a Gondola in LCC.</p>	A32.3A; A32.3F
42975	Brawand, Kilia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kilia Brawand</p>	A32.3A; A32.3F
52569	Bray, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Bray</p>	A32.3A; A32.3F
48284	bray, Emmie	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola absolutely will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a side note, it is ridiculous to spend tax payers money on the project, then also charge an outrageous fee to use the gondola. It is theft.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Emmie bray</p>	
50712	Bray, Jaisee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jaisee Bray</p>	A32.3A; A32.3F
42536	Bray, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Bray</p>	A32.3A; A32.3F
42893	Bray, Tonya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tonya Bray</p>	A32.3A; A32.3F
45662	Brayton, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Brayton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48224	Breeuwer, Sam	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sam Breeuwer	A32.3A; A32.3F
40374	Breeze, Gerald	I am against the gondola. I don't want to see Little Cottonwood Canyon turned into an amusement park ride	A32.29VV
49086	breeze, Raven	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Raven breeze	A32.3A; A32.3F
47705	Bregou, Anne	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anne Bregou	A32.3A; A32.3F
39913	Brehm, Michael	The IRA's evaluated in the Supplemental report are clear in their finding that these areas have important environmental value, and high scenic integrity. It is unfortunate and inappropriate that this document dodges the intent of the 2001 RACR by casually concluding a Gondola system does not meet the definition of a "motor vehicle travelway". In fact, Gondola cabins, powered by motors, and occupying more than a 50" wide travelway, and which move people, does meet this definition, even though no rubber tires are in contact with ground. When technology advances to the point where autonomous "people-moving cabins" are able to fly and hover all over the IRA, will we conclude that this is ok because it doesn't meet UDOT's skewed, pro-Gondola interpretation? This dangerously convenient posture violates both the spirit of RACR, and, with certain irreversibility, the high scenic integrity UDOT has so thoroughly assessed.	A32.29VV
56081	Breiholz, Camille	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Camille Breiholz	A32.3A; A32.3F
52488	Breinholt, Andrea	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Breinholt</p>	
43121	Breinholt, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Breinholt</p>	A32.3A; A32.3F
47824	Breinholt, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Breinholt</p>	A32.3A; A32.3F
47216	Brenchley, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Brenchley</p>	A32.3A; A32.3F
50483	Brendle, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Brendle</p>	
42863	Brenish, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Landon Brenish</p> <p>Regards, Landon Brenish</p>	A32.3A; A32.3F
47919	Brenker, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Brenker</p>	A32.3A; A32.3F
41497	Brennan, Aidan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aidan Brennan</p>	A32.3A; A32.3F
54527	Brenner, Koleman	<p>To whom it may concern,</p> <p>As a place my family LOVES to visit, oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Koleman Brenner</p>	
47667	Brenno, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Brenno</p>	A32.3A; A32.3F
53430	Breslauer, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Breslauer</p>	A32.3A; A32.3F
46755	Bressler, Kenneth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kenneth Bressler</p>	A32.3A; A32.3F
43060	Bretzing, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madeline Bretzing</p>	
41971	Brewer, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bennett Brewer</p>	A32.3A; A32.3F
54277	Brewer, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Brewer</p>	A32.3A; A32.3F
43188	Brewer, John	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Brewer</p>	A32.3A; A32.3F
51448	Brewer-Bowman, Joanna	<p>To whom it may concern,</p> <p>If the decision is made to add a gondola to Little Cottonwood, this is just another example of when democracy has ended, as most of the people do not want this in the canyon, and are being forced to pay for something that we don't want. That's the exact opposite of democracy, which is what we are supposed to be.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joanna Brewer-Bowman</p>	
47837	Brewster, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I get motion sick and would never be comfortable taking the gondola. I also would not want to take it with young children since I need the flexibility of a bus or car.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Brewster</p>	A32.3A; A32.3F
55160	Brewster, Rylie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rylie Brewster</p>	A32.3A; A32.3F
43468	Breznenik, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Breznenik</p>	A32.3A; A32.3F
48628	Brice, Kinzey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinzey Brice</p>	
53700	Brickey, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as a robust, accessible electric bus system which departs from the base of the canyon frequently, and can transport many times as many people per trip than a gondola car.</p> <p>This idea is disgraceful, and would leave a permanent ecological stain on our precious and unique canyon. It would also reflect badly on all Utahns and our collective priorities.</p> <p>Regards, Alexander Brickey</p>	A32.3A; A32.3F
44828	Brickey, Andrea	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andrea Brickey</p>	A32.3A; A32.3F
45862	Brickey, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Brickey</p>	A32.3A; A32.3F
47482	Brickey, MiaBella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MiaBella Brickey</p>	
42090	Brickley, Robert	<p>This is bad project for the people of Utah and for our beloved Wasatch. This project benefits the owners of the for-profit ski resorts and the real estate speculators with holdings at the base of the canyon. This plan is detrimental to climbers, backcountry skiers, and taxpayers, and even to resort skiers themselves (due to crowding). This is a bad plan that should not be pushed through to benefit the few at the expense of the many.</p>	A32.29VV
42634	Brickson, Kaia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaia Brickson</p>	A32.3A; A32.3F
53272	bridan, ava	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, ava bridan</p>	A32.3A; A32.3F
55497	Bridge, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a local that spent most of my childhood in the little cottonwood canyon climbing the projects and routs that will cease to exist if the gondola is implemented, I cannot support this project. It benefits one of many recreational activities and will forever change the recreational life of many. Please listen to your locals who are pleading you to not move forward with this. Protect little cottonwood canyon.</p> <p>Regards, Emily Bridge</p>	A32.3A; A32.3F
42236	Bridge, John	<p>I personally do not see how this fixes the problem. Parking lots are always going to be full this just adds more people to an already congested area. Tourism has grown in the state exponentially, and sadly there is not enough room for everyone to participate every day. Maybe look at a tolling and parking reservation option.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Taxpayers should not be held responsible to make the wealthy businesses even wealthier and create an everlasting impact in the canyon.	
40280	Bridgeman, Suzanne	A gondola in Little Cottonwood Canyon is a bad idea for Utah PERIOD. It will ruin the beauty of the canyon and all it stands for. It will be an eyesore causing frustration and sadness for Utah residents. Even more importantly it will disrupt the ecosystem of the canyon and in some cases cause permanent damage to flora and fauna. A gondola would be a tragic step because it is urbanization of what many believe is an untouched canyon and deserves to stay that way. Other forms of transportation as well as increased parking lots need to be explored before a gondola is even considered.	A32.29VV
50564	Bridges, Logan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Logan Bridges	A32.3A; A32.3F
45158	Bridges, Meghan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Meghan Bridges	A32.3A; A32.3F
43776	Bridgham, Charlie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Charlie Bridgham	A32.3A; A32.3F
51282	Brigance, Ellen	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ellen Brigance	
41634	Brigance, Jon	Build the gondola, we don not need more roads and busses, the gondola can safely move people up and down in more conditions than the busses, except maybe in high wind conditions which are rare. Europeans have phenomenal gondola and lift systems and this is the future. LCC is too narrow of a canyon as it is, NO MORE ASPHALT AND CARS AND BUSSES. Build the gondola and parking structures. Thanks. I live just [REDACTED]. Gondolas are the answer.	A32.29VV
52039	Briggs, Avery	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Avery Briggs	A32.3A; A32.3F
55669	Briggs, Brahm	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brahm Briggs	A32.3A; A32.3F
54464	Briggs, Emma	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Briggs	A32.3A; A32.3F
48809	Briggs, Martin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Martin Briggs</p>	
48092	Briggs, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Briggs</p>	A32.3A; A32.3F
47027	Briggs, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Briggs</p>	A32.3A; A32.3F
52057	Briggs, Samantha	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samantha Briggs</p>	A32.3A; A32.3F
45893	Brightwell, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Brightwell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48861	Brimhall, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Brimhall</p>	A32.3A; A32.3F
52928	Brimhall, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Brimhall</p>	A32.3A; A32.3F
51915	Brimhall, Millena	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Millena Brimhall</p>	A32.3A; A32.3F
51995	Brimley, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Brimley</p>	A32.3A; A32.3F
49350	Brinegar, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Brinegar</p>	
49888	Bringhurst, Kalli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalli Bringhurst</p>	A32.3A; A32.3F
48668	Bringhurst, Kim	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kim Bringhurst</p>	A32.3A; A32.3F
54167	Bringhurst, Lara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lara Bringhurst</p>	A32.3A; A32.3F
48645	Bringhursy, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Bringhursy</p>	
45554	Brink, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Brink</p>	A32.3A; A32.3F
39902	Brink, Taylor	NO GONDOLA	A32.29VV
55242	Brinkerhoff, Emma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Brinkerhoff</p>	A32.3A; A32.3F
42640	Brinkerhoff, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Brinkerhoff</p>	A32.3A; A32.3F
45305	Brink-Lee, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Brink-Lee</p>	
46501	Brinkman, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Brinkman</p>	A32.3A; A32.3F
47736	Brinkman, Erin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erin Brinkman</p>	A32.3A; A32.3F
47812	Brinkmann, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Brinkmann</p>	A32.3A; A32.3F
43463	Brinton, Martha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Martha Brinton</p>	
42043	Brinton, Roxy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roxy Brinton</p>	A32.3A; A32.3F
41041	Brinton, Ryan	<p>I support whatever transportation option gets me off the canyon road - the gondola sounds like the safest option to me</p>	A32.29VV
45534	Briones, Eddie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eddie Briones</p>	A32.3A; A32.3F
41755	Briscoe, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Briscoe</p>	A32.3A; A32.3F
42000	Britton, Ana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ana Britton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52072	Britton, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Britton</p>	A32.3A; A32.3F
41713	Britton, Téa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Téa Britton</p>	A32.3A; A32.3F
48199	Broadbent, Jackie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jackie Broadbent</p>	A32.3A; A32.3F
43015	Broadhead, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Broadhead</p>	A32.3A; A32.3F
52719	Broadhead, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Broadhead</p>	
40266	Brocius, Brocius	No gondola should be built anywhere NEAR a roadless area....and three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine roadless areas) no less. Road construction is typically prohibited in these areas to protect air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception.	A32.29VV
46471	Brock, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Brock</p>	A32.3A; A32.3F
46943	Brock, Paradise	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Paradise Brock	A32.3A; A32.3F
50038	Brockbank, Lillie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillie Brockbank</p>	A32.3A; A32.3F
41684	Brockmeyer, Meghan	I am against the gondola proposal as this option does not take into consideration the construction of gondola cables and use of cars/vehicles as part of the impact on the Inventoried Roadless areas. This is a very narrow definition of a road. As the gondola site is very close to a watershed, the impact to surrounding wildlife as part of it intruding into a designated roadless and wildlife area could be severe.	A32.3H; 32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39262	Brocoff, Brian	If this winter has proven anything it's that the current situation is unacceptable. They should start a pilot, utilizing our transit centers and priority to busses. Start with Saturdays from 7am -10 am. Canyon closed to all but busses. Charter busses to assess viability. This can be done tomorrow. Charge \$10/person. Resort employees get priority. Still think a train up BCC and tunneling over is a better solution.	A32.29VV
44201	Broddus, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Broddus</p>	A32.3A; A32.3F
53026	Broderick, Ann	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ann Broderick</p>	A32.3A; A32.3F
40715	Broderick, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Broderick</p>	A32.3A; A32.3F
46385	Broderick, Maeven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maeven Broderick</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46508	Broderick, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Broderick</p>	A32.3A; A32.3F
45167	Brodey, Samantha	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Samantha Brodey</p>	A32.3A; A32.3F
50005	Brodie, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Brodie</p>	A32.3A; A32.3F
44398	Broeking, Sharon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sharon Broeking</p>	A32.3A; A32.3F
50856	Brog, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Brog</p>	
40774	Brog, Devin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Devin Brog</p>	A32.3A; A32.3F
54234	Bromka, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Bromka</p>	A32.3A; A32.3F
55348	Bromley, Jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaime Bromley</p>	A32.3A; A32.3F
53077	Brons, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Brons</p>	
48267	Bronstein, Miles	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Miles Bronstein</p>	A32.3A; A32.3F
45035	Brooke, Ashlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Brooke</p>	A32.3A; A32.3F
53528	Brooks, Cheri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheri Brooks</p>	A32.3A; A32.3F
43973	Brooks, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Claire Brooks	
51719	Brooks, Emily	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Brooks	A32.3A; A32.3F
40241	Brooks, Jeannel	Please preserve this beautiful sanctuary from human degradation.	A32.29VV
46055	Brooks, Kate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. THIS PROJECT ONLY BENEFITS THE FEW, WHILE PERMANENTLY MARRING OUR BEAUTIFUL CANYON. Please find another way. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. THIS PROJECT ONLY BENEFITS THE FEW, WHILE PERMANENTLY MARRING OUR BEAUTIFUL CANYON. Please find another way. Regards, Kate Brooks	A32.3A; A32.3F
44352	Brooks, Katherine	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katherine Brooks	A32.3A; A32.3F
41033	Brooks, Matt	Hi - As a resident and multi-season user of Little Cottonwood Canyon, I'd like to submit that the single biggest challenge to my experience is the constant ramp up in resort visitation. There is a crowding out effect with resorts, where large increases in visitation pressure other user groups. To the extent UTA is a vassal of private ski resorts, the gondola is an expected move. In terms of most user groups accessing LCC, it's a nightmare. Please stop putting narrow business interests over those of the local environment and residents. It's frustrating watching Ski Utah's marketing machine drive the user experience into the ground.	A32.29VV
51754	Brooks, Melissa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melissa Brooks	
53519	Brooks, Saffron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saffron Brooks</p>	A32.3A; A32.3F
50381	Broome, Ariana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariana Broome</p>	A32.3A; A32.3F
42632	Broome, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Broome</p>	A32.3A; A32.3F
44475	Broome, Jonathan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jonathan Broome	
39810	Brosky, Chris	Absolutely NO GONDOLA!!! The majority of Utahns will never use it, yet it will forever ruin the pristine beauty of the canyon for everyone. NO NO NO!!	A32.3A
45205	Brosler, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Brosler</p>	A32.3A; A32.3F
49145	Brothers, KC	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KC Brothers</p>	A32.3A; A32.3F
46951	Brothers, Rachel	<p>To whom it may concern, I oppose this gondola. I enjoy what the canyon has to offer. With building this gondola it would take away so much of what it has. Not only for those who visit near and far but the animals that are inhabited to the area. This gondola does not solve any problems but only creates a whole list of new ones - permanently destroy peaks, hiking areas, destroy our much needed watershed, and more. I urge you to listen to my voice. To the voice of all of the people. How is it that you can not see that a gondola would only be destroying land. Natural beautiful land we can not get back if it is destroyed by construction. We need to preserve and protect nature, so that we can enjoy it for future generations. So we can protect what is there long before us. Proposed at the end of this email are a list of low cost solutions that I and many others do support. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Brothers</p>	A32.3A; A32.3F
49963	Brotherson, Eastom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eastom Brotherson</p>	
43763	Broughton, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Broughton</p>	A32.3A; A32.3F
41972	Broussard, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Broussard</p>	A32.3A; A32.3F
45955	broussard, Jake	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jake broussard</p>	A32.3A; A32.3F
46856	Brovdi, Roman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Roman Brovdi</p>	
42183	Brower, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Brower</p>	A32.3A; A32.3F
42750	brower, lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lilly brower</p>	A32.3A; A32.3F
44780	Brower, Madi	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madi Brower</p>	A32.3A; A32.3F
49213	Brown, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Brown</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43418	Brown, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Brown</p>	A32.3A; A32.3F
46598	Brown, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Brown</p>	A32.3A; A32.3F
51785	Brown, Amie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amie Brown</p>	A32.3A; A32.3F
48131	Brown, Asha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asha Brown</p>	A32.3A; A32.3F
53503	Brown, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher Brown</p>	
48950	Brown, Asia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asia Brown</p>	A32.3A; A32.3F
45212	Brown, Austin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Austin Brown</p>	A32.3A; A32.3F
51195	Brown, Boston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Boston Brown</p>	A32.3A; A32.3F
55639	Brown, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Brown</p>	
51192	Brown, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Brown</p>	A32.3A; A32.3F
54151	Brown, Caecelia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caecelia Brown</p>	A32.3A; A32.3F
53780	Brown, Carina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carina Brown</p>	A32.3A; A32.3F
43306	Brown, Cheyenne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cheyenne Brown</p>	
55031	Brown, Christiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christiana Brown</p>	A32.3A; A32.3F
47121	Brown, Christopher	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Christopher Brown</p>	A32.3A; A32.3F
52487	Brown, Cloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cloe Brown</p>	A32.3A; A32.3F
48923	Brown, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon that have less impact on the natural environment. The gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area for the sole benefit of two skiing destinations.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dan Brown</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41579	Brown, Dell	<p>Thank you for seeking public input on the LCC project, focusing on minimizing environmental impact while improving access. I would like to propose the incorporation of covered roads, similar to those seen in Switzerland, as an innovative solution.</p> <p>Covered roads in avalanche-prone areas could enable lane expansion, reducing congestion at the canyon entrance. Additionally, these roads could connect directly to covered parking at key destinations, further minimizing environmental disruption. Importantly, this option would still be compatible with potential future rapid bus transit systems.</p> <p>Please consider this environmentally-conscious infrastructure solution for the LCC project.</p>	A32.29VV
49552	Brown, Devin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Devin Brown</p>	A32.3A; A32.3F
45292	Brown, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Brown</p>	A32.3A; A32.3F
46801	Brown, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Brown</p>	A32.3A; A32.3F
48828	Brown, Elli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elli Brown</p>	
54929	Brown, Ellianna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellianna Brown</p>	A32.3A; A32.3F
46902	Brown, Emilie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emilie Brown</p>	A32.3A; A32.3F
41222	Brown, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Brown</p>	A32.3A; A32.3F
42805	brown, evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, evan brown</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48655	Brown, Ginger	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ginger Brown	A32.3A; A32.3F
50160	Brown, Harrison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Harrison Brown	A32.3A; A32.3F
42763	Brown, Hayden	To whom it may concern, Please don't do this. It only benefits two ski resorts and it will having irreparable environmental impact to the canyon. Other solutions are cheaper, less impactful, and they actually solve the problem. Regards, Hayden Brown	A32.29VV
42158	Brown, Ian	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ian Brown	A32.3A; A32.3F
39600	Brown, Ian	We do not need a gondola in little cottonwood canyon, a gondola should certainly be considered a roadway in the RACR, building the towers would be physically invasive to the land as well as the scenic integrity of little cottonwood canyon. I personally feel little cottonwood canyon is just fine the way it is and the winter traffic should just be something people need to deal with, but if something must be done id strongly recommend going with the enhanced bussing service. Thank you.	A32.3G; A32.3I
47941	Brown, Ian	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ian Brown	
47528	Brown, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Brown</p>	A32.3A; A32.3F
40518	Brown, Jeffrey	I have been extremely disappointed to hear about the advancement of the proposed gondola system and wish to simply provide a voice of vehement opposition to the gondola plan. I am an avid skier and am in the canyon each weekend, and I strongly favor toll roads and snowshed options as alternatives. Again, strongly opposed construction of the gondola and attached parking structure.	A32.29VV
43515	Brown, Jennie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. Meanwhile, cars will keep driving up the canyon.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with added bus lanes, stops at multiple locations and more frequent service at peak times, and parking reservations at ski resorts.</p> <p>Regards, Jennie Brown</p>	A32.3A; A32.3F
48540	Brown, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian Brown</p>	A32.3A; A32.3F
52205	Brown, Julianna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julianna Brown	
40252	Brown, Justin	Thank you. Besides this gondola nonsense, UDOT is one of, if not the best public public entity in the state.	A32.29VV
52448	Brown, Kacie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kacie Brown</p>	A32.3A; A32.3F
45550	Brown, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Brown</p>	A32.3A; A32.3F
52358	Brown, Kailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailee Brown</p>	A32.3A; A32.3F
55700	Brown, Kathy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kathy Brown	
49688	Brown, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a resident of Sandy, UT and frequenter of the backcountry trailheads this gondola will bypass, this initiative to build this structure will directly effect me. Please listen to the people.</p> <p>Regards, Katie Brown</p>	A32.3A; A32.3F
44664	Brown, Kinsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinsey Brown</p>	A32.3A; A32.3F
40828	Brown, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Brown</p>	A32.3A; A32.3F
44229	brown, libby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, libby brown	
43485	Brown, Lilia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilia Brown</p>	A32.3A; A32.3F
42140	brown, lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lily brown</p>	A32.3A; A32.3F
42054	Brown, Lyndie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndie Brown</p>	A32.3A; A32.3F
47947	Brown, Mallorie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mallorie Brown</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52229	Brown, Marlee	<p>To whom it may concern,</p> <p>I approve this email and strongly encourage those who read it to LISTEN to the citizens of this state.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlee Brown</p>	A32.3A; A32.3F
39323	Brown, Marshall	<p>The point is to protect and preserve the natural state of the canyon. So don't pour tons of concrete into the ground for a gondola. Don't string up cables and towers for the gondola. What in the world are you thinking? Come to your senses. No Gondola.</p>	A32.29VV
47410	Brown, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I love and live in Utah for its world renowned attractions. The rock climbing and hiking and biking. This project would absolutely destroy some of the most beautiful attractions of Utah. Rock climbing is an important part of my life here in Utah. Please don't take away the beauty and peace that makes Utah what it is.</p> <p>Regards, Megan Brown</p>	A32.3A; A32.3F
40559	Brown, Megan	<p>I do NOT support the little cottonwood gondola. It will RUIN the natural beauty of Utah and DESTROY the reason I live here(for our beautiful and peaceful nature and rock climbing) do not destroy the beauty of Utah!</p>	A32.29VV
53963	Brown, Mia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mia Brown</p>	A32.3A; A32.3F
40529	Brown, Michael	<p>The Gondola will do nothing to remediate any traffic issues. Reopen the parking on UT 210 with bus services increased.</p>	A32.29VV
42717	Brown, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Brown</p>	
39396	Brown, Nate	<p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a) it was not in these units and b) not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p>	A32.3A; A32.3F; A32.3I
53483	Brown, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Brown</p>	A32.3A; A32.3F
48860	Brown, Olivia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Olivia Brown</p>	A32.3A; A32.3F
47811	Brown, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Brown</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42508	Brown, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Brown</p>	A32.3A; A32.3F
55050	Brown, Penny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Penny Brown</p>	A32.3A; A32.3F
44973	brown, rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, rachel brown</p>	A32.3A; A32.3F
44002	Brown, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Brown</p>	A32.3A; A32.3F
48572	Brown, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Brown</p>	
45008	Brown, Shaustia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaustia Brown</p>	A32.3A; A32.3F
52424	Brown, Sonya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sonya Brown</p>	A32.3A; A32.3F
39467	Brown, Stephen	<p>At each step of its advancement, the public discovers more significant problems with the gondola plans. First we discovered it is by far the most expensive plan. Second, we know it is by far the longest time frame, probably not in service for decades compared to a bus plan that could be implemented in years. Third, we understand the gondola is the most environmentally destructive. The latest news about not upholding Roadless Rule boundaries makes that clear once more. Why is UDOT pursuing gondola plans? Enhanced bus service is clearly a more cost-effective, timely, environmentally sensitive, and flexible alternative. Please do NOT go forward with gondola plans and instead FOCUS on the better alternatives.</p>	A32.3A
48778	Brown, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Brown</p>	A32.3A; A32.3F
52975	Brown, Teresa	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teresa Brown</p>	
45880	Brown, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Brown</p>	A32.3A; A32.3F
49789	Brown, Warner	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Warner Brown</p>	A32.3A; A32.3F
47057	brown, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt brown</p>	A32.3A; A32.3F
45058	Browne, Elliott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elliott Browne</p>	
45756	browne, Emi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emi browne</p>	A32.3A; A32.3F
47822	Browne, Melissa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melissa Browne</p>	A32.3A; A32.3F
40150	Browne, Stuart	<p>Both canyons either need dedicated buses, similar to Zion, or a gondola system. skiing tourism brings a lot of revenue to Salt Lake region, we need to provide better transportation as most other ski areas in the US do a better job than Salt Lake does.</p>	A32.29VV
51919	Brownell, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Brownell</p>	A32.3A; A32.3F
45392	Brownell, Glen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Glen Brownell</p>	
50202	Browning, Brinton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinton Browning</p>	A32.3A; A32.3F
50799	Browning, Daxton	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daxton Browning</p>	A32.3A; A32.3F
50274	Browning, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Browning</p>	A32.3A; A32.3F
48755	Brownlee, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Brownlee</p>	
46110	Brownstein, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Brownstein</p>	A32.3A; A32.3F
43290	Brubaker, Maya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maya Brubaker</p>	A32.3A; A32.3F
42594	Brucks, Nina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nina Brucks</p>	A32.3A; A32.3F
55164	Bruderer, Joy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joy Bruderer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47051	Bruen, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Bruen</p>	A32.3A; A32.3F
55890	Bruett, Carter	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. These vital aspects of the canyon are critical to the natural wonder, charm, and longevity of Utah's outdoor scene. Destroying any of the natural ecosystem for this transportation project is ridiculous. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I do not believe enough research has been done into this issue and I would urge the UDOT to return to the planning process and consult actual experts. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Frankly, a complete ban on single occupancy vehicles would be welcome as well. As a doctor, scientist, avid skier, citizen steward of the outdoors, and with all the knowledge and experience that has afforded me, I see the gondola as a irredeemable and flawed proposal riddled with poor logic. Return to the experts- those who care the most about preservation and who care about the natural wonder of Utah, and come up with a new plan. Regards, Carter Bruett</p>	A32.3G; A32.3A; A32.3F
56176	Brule, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Brule</p>	A32.3A; A32.3F
53987	Brumfield, Mollie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mollie Brumfield</p>	
42585	Brummel, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Brummel</p>	A32.3A; A32.3F
42558	Brumwell, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Stop being money hungry blood suckers who only wish to service ski resorts and destroy the beauty of the Wasatch.</p> <p>Regards, Samantha Brumwell</p>	A32.3A; A32.3F
43509	Brumwell, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Brumwell</p>	A32.3A; A32.3F
51982	brunell, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madison brunell	
47291	Brunelle, Jessie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessie Brunelle	A32.3A; A32.3F
41458	Bruner Harris, Crystal	I care deeply about the environmental impact of this project. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. This also goes far beyond air quality. I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.	A32.3A
48932	Bruner, Cambria	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cambria Bruner	A32.3A; A32.3F
49726	Bruner, Jason	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jason Bruner	A32.3A; A32.3F
40063	Brunhart, Lise	I am pleased to hear of the potential for a bus shuttle system for Little Cottonwood Canyon...could this be entirely instead of the gondola?! There should NOT be a gondola in Little Cottonwood Canyon.....it will ruin the viewsheds of this amazing Canyon. I love and admire UDOT for its expert,safety- minded handling of the dangerous winter we have had in 2023.Could this same wisdom PLEASE be employed when considering mass transport if humans up Little Cottonwood Canyon! A year- round shuttle bus system would allow for stops at trailheads, and many more visitors could afford to ride ,if a bus shuttle were employed,rather than a gondola. The bus shuttles have served Zion National Park very well,and could do the same in LCC. NO Gondola, please!!	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41375	Bruni, Kayla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kayla Bruni</p>	A32.3A; A32.3F
43234	Bruno, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Bruno</p>	A32.3A; A32.3F
47965	Bruno, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Bruno</p>	A32.3A; A32.3F
41802	Bruns, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Bruns</p>	A32.3A; A32.3F
52065	Brunson, Jerilyn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jerilyn Brunson</p>	
50327	Brunt, Janessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janessa Brunt</p>	A32.3A; A32.3F
46038	Bryan, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Bryan</p>	A32.3A; A32.3F
40594	Bryan, Ivy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ivy Bryan</p>	A32.3A; A32.3F
54952	Bryan, Kelly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly Bryan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51682	Bryan, Phil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phil Bryan</p>	A32.3A; A32.3F
44896	Bryant, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Bryant</p>	A32.3A; A32.3F
55187	Bryant, Lynzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lynzie Bryant</p>	A32.3A; A32.3F
39609	Bryce, Kristin	DO NOT BUILD A GONDOLA IN THE CANYON. Stop lining your pockets with private funders and LISTEN TO THE COMMUNITY THAT LIVES HERE! None of us want this.	A32.29VV
49580	bryner, liz	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, liz bryner</p>	A32.3A; A32.3F
50465	Brysacz, John	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Brysacz</p>	
49422	Bryson, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Bryson</p>	A32.3A; A32.3F
44422	Bryson, Canyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Canyon Bryson</p>	A32.3A; A32.3F
48849	bryson, taeya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, taeya bryson</p>	A32.3A; A32.3F
41335	Bsumek, Peter	<p>Not a worthy nor good idea. Zion Park has app same visitor days as LCC does during average ski season. They use ev buses and the system works. Let's not ruin beautiful canyon</p>	A32.29VV
41152	Buban, Marc	<p>Busses are the answer! Little cottonwood didn't have nearly the traffic BCC did this year, and there's no study on that canyon. Parking should be restricted at resorts, single occupant vehicles not allowed up canyons and dedicated bus lanes with parking away from the mouth.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54476	bubb, Nellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nellie bubb</p>	A32.3A; A32.3F
53606	Buchanan, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Buchanan</p>	A32.3A; A32.3F
46164	Buchanan, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Buchanan</p>	A32.3A; A32.3F
48421	Buchanan, Michael	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michael Buchanan</p>	A32.3A; A32.3F
41574	Buchanan, Scott	<p>After considering the impact the gondola will have on the canyon and activities associated, I would urge udot not to move forward with the gondola. It will impact boulders that have been Rock climbed for many years it will limit access for those of us who do not snowboard or ski and will be an eyesore all the way up the canyon. Please consider a large parking lot some distance from the canyon and provide shuttle buses. Also require the ski resorts to have reserved parking so that there will be a limited number who can use the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		ski resorts in the winter. This way everyone can benefit from the canyon by using mass transit or driving to some of the smaller Trail heads that are not normal bus stops. Please do not proceed with the gondola	
54774	Buchar, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Buchar</p>	A32.3A; A32.3F
39698	Buchholz, Bryce	<p>I live in Cottonwood Heights, Utah and am writing to let you know that I strongly oppose the proposed gondola in Little Cottonwood Canyon. In addition to not solving traffic congestion, threatening our critical watershed, and not serving all users of the canyons, the gondola would be built in three federally protected Roadless Areas where road and recreational construction is typically prohibited.</p> <p>The three protected areas (Twin Peaks, Lone Peak, and White Pine Roadless Areas) would have their beautiful natural qualities diminished by eight gondola towers, snow sheds, angle stations, and extensive vegetation removal. This is an unacceptable proposition, and lower impact alternatives must be considered.</p> <p>Rather than diminishing the roadless characteristics of Little Cottonwood Canyon with gondola construction, I urge you to consider lower-cost solutions that utilize existing infrastructure, like enhanced bus service, carpooling incentives, enforcement of the traction law, and required reservations to park at ski resorts.</p> <p>After all of the widespread opposition from local constituents, communities, and public officials, I'm disappointed that the gondola is still being considered. Please continue to advocate for common sense, environmentally friendly solutions that will benefit ALL canyon users year round.</p> <p>Thank you</p>	A32.3A; A32.3F; A32.3I
44606	Buchholz, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Buchholz</p>	A32.3A; A32.3F
45009	Buchholz, Kari	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kari Buchholz</p>	A32.3A; A32.3F
39951	Buchholz, Kari	I am writing to speak against the gondola being built in the canyon. This gondola would violate the Roadless Area Conservation Rule, and would have a negative affect on the area and local wildlife. This should be a protected area, and the gondola is a threat to that protection.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>It would likely result in loss of timber and vegetation (and therefor habitat), would disrupt wildlife due to construction and related sounds, and the towers would be an eyesore in a beautiful area.</p> <p>Again, as a resident of SLC, I am against the gondola being built.</p> <p>Thank you.</p>	
52855	Buchmiller, Kaleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleb Buchmiller</p>	A32.3A; A32.3F
39278	buchmiller, Sarah	Please no gondolas	A32.29VV
43946	Buck, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Buck</p>	A32.3A; A32.3F
47677	Buck, Cheyla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cheyla Buck</p>	A32.3A; A32.3F
48383	Buck, Darius	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darius Buck</p>	
51266	Buck, Finn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finn Buck</p>	A32.3A; A32.3F
55088	Buck, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Buck</p>	A32.3A; A32.3F
41795	Buckel, Marianna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Marianna Buckel</p>	A32.3A; A32.3F
51819	Buckey, Sammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sammy Buckey	
42111	Buckley, Elliot	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elliot Buckley</p>	A32.3A; A32.3F
55171	Buckmaster, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Buckmaster</p>	A32.3A; A32.3F
42582	Bucknam, Trent	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Trent Bucknam</p>	A32.3A; A32.3F
49481	buckway, kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kylee buckway</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40099	Budd, Ross	<p>Where can I find more details on how this works? Is it a Tram or a Gondola? Why do all the images and videos show just one cabin. I am 100% in support if this can transport 4000 people in one hr.</p> <p>I support. Great idea.</p>	A32.29VV
51157	Buddington, Kenyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenyon Buddington</p>	A32.3A; A32.3F
42746	Budenbender, Jozi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jozi Budenbender</p>	A32.3A; A32.3F
46336	Budge, Brandon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Budge</p>	A32.3A; A32.3F
44830	Budge, Jayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayden Budge</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43672	Budish, Tia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tia Budish</p>	A32.3A; A32.3F
54545	Budzik, Diane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diane Budzik</p>	A32.3A; A32.3F
54136	Buehler, Catherine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Catherine Buehler</p>	A32.3A; A32.3F
49598	Buehner, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Buehner</p>	A32.3A; A32.3F
39528	Buehner, Gwendolyn	<p>I have climbed a lot around little cottonwood canyon specifically in white pine. It has a lot of valuable outdoor climbing spots that would be torn down to build the gondola this impacts the climbing community and Utah tourists greatly as it can ruin the views and boulders</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43196	buehner, izabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, izabella buehner</p>	A32.3A; A32.3F
45468	Buel, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock Buel</p>	A32.3A; A32.3F
39747	Buel, Brock	The gondola brings a destruction of our home wildlife which we are already failing at preserving. It also brings a wave of tourism that we cannot control. Our roads are already bad enough and can you imagine trying to complete construction with traffic backed all the way up to 39th south. Sure you make a ton of money but you're on a one way train to making the people hate you	A32.29VV
43002	Buening, Sarah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Buening</p>	A32.3A; A32.3F
40355	Buesser, Kim	Gondola will ruin lcc. It will destroy the natural resources as well as a huge source of income for salt lake in the form of climbers who come to slc to boulder in lcc. Once the boulders and climbing is destroyed climbers will be headed over to Colorado. If you want to maintain the draw of SLC and the growth no gondola	A32.29VV
55321	Buette, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Michelle Buette	
45152	Buffington, Keegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keegan Buffington</p>	A32.3A; A32.3F
55463	Bugbee, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Bugbee</p>	A32.3A; A32.3F
54614	Bugby, Rachel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Bugby</p>	A32.3A; A32.3F
49315	Buhler, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Buhler</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45300	Buhler, Lizzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lizzie Buhler</p>	A32.3A; A32.3F
55018	bui, Phuong	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phuong bui</p>	A32.3A; A32.3F
43144	Buickerood, Quincy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Quincy Buickerood</p>	A32.3A; A32.3F
55028	Buisse, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Buisse</p>	A32.3A; A32.3F
41052	Bulaj, Grzegorz	<p>There are three reasons why the gondola is NOT beneficial for the Little Cottonwood Canyon.</p> <ol style="list-style-type: none"> 1. Creating any additional built structures in the National Forest diminishes value and benefits of natural environment. 	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>2. Funding built structures on public lands that benefit PRIVATE companies and owners is not beneficial for general public.</p> <p>3. Shifting transit modality from one to another without reducing overcrowded occupancy of natural environment is NOT the solution to growing needs of people to spend time in nature. Learning from Zion National Park experiences might be helpful.</p> <p>Thank you for considering these comments when making irreversible decisions that impact wildlife and people.</p>	
41873	Buller, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Buller</p>	A32.3A; A32.3F
47716	Bullock, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Bullock</p>	A32.3A; A32.3F
42951	Bullock, Cassandra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cassandra Bullock</p>	A32.3A; A32.3F
43675	Bullock, Tayler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tayler Bullock	
39534	Bullough, Jeremy	Do not build the gondola! Period. Increase bus frequency and parking capacity at the mouth of the canyon!!!!	A32.29VV
44153	Bulow, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Bulow</p>	A32.3A; A32.3F
50500	Bulson, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Bulson</p>	A32.3A; A32.3F
52149	Bultez, Sophie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sophie Bultez</p>	A32.3A; A32.3F
42936	Bunch, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Bunch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53178	Bunch, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Bunch</p>	A32.3A; A32.3F
45111	bunker, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie bunker</p>	A32.3A; A32.3F
51390	Bunker, Ian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ian Bunker</p>	A32.3A; A32.3F
47703	Bunker, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Bunker</p>	A32.3A; A32.3F
54593	Bunker, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Bunker</p>	
43623	Bunker, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Bunker</p>	A32.3A; A32.3F
52390	Bunn, Jade	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jade Bunn</p>	A32.3A; A32.3F
47772	Bunney, Jaryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaryn Bunney</p>	A32.3A; A32.3F
44545	Bunt, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Bunt</p>	
40920	Buonocore, Janet	<p>Again, please listen to the people who live here, no gondola! Save our canyons beauty! Please don't put a financial burden on the people of Utah who would not use it. The ski resorts should pay for it anyway. Please listen to the people, not the ski resorts. I'm not against skiers, I skied for years and they bring money to the economy. However, the beauty of the canyon shouldn't be effected by people who come here for a few days during few months of the ski season. Please listen for a change!</p>	A32.29VV
40918	Buonocore, Janet	<p>I feel you asking for people's opinion is a joke. The people asking do what they want no matter what the majority wants. So sad.</p>	A32.29VV
55283	Burack, Montana	<p>To whom it may concern, As a junior in high school that loves to ski and snowboard, protecting the resorts and backcountry terrain I use frequently and love now and into my future is a top priority. For me, that means protecting the wildlife that lives there, protecting the watershed, and protecting access to trails that aren't at major resorts. I love visiting Snowbird and Alta. But this gondola wouldn't improve my access to them at all, and might make it. more difficult to access it. Spending over a billion dollars on a gondola that would harm the environment and do little to solve the problem at hand, traffic, is simply unacceptable. Please put the money elsewhere instead of supporting this harmful project. I urge you to stop this project. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Montana Burack</p>	A32.3A; A32.3F
42860	Buraglio, Giana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giana Buraglio</p>	A32.3A; A32.3F
52668	Burbidge, Taytum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taytum Burbidge</p>	A32.3A; A32.3F
44989	Burch, Kelly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly Burch	
47457	Burch, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Burch</p>	A32.3A; A32.3F
44123	Burchett, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Too many slide paths along the road. The people have spoken. We don't want a Disneyland ride up the canyon</p> <p>Regards, Christopher Burchett</p>	A32.3A; A32.3F
43464	Burchett, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Burchett</p>	A32.3A; A32.3F
48713	Burchmore, Jake	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jake Burchmore</p>	
54964	Burckle, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Burckle</p>	A32.3A; A32.3F
52169	Burden, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Burden</p>	A32.3A; A32.3F
48775	Burdeos, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Burdeos</p>	A32.3A; A32.3F
42316	Burdett, Tom	<p>Little Cottonwood Canyon EIS 4/18/2023 The mission of the U.S. Forest Service is: "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." And the Forest Service motto is: "Caring for the Land and Serving People," capturing the spirit of its mission is accomplished through five main activities: • Protection and management of natural resources on lands we manage. • Research on all aspects of forestry, rangeland management, and forest resource utilization. • Community assistance and cooperation with State and local governments, forest industries, and private landowners to help protect and manage non-Federal forest and associated range and watershed lands to improve conditions in rural areas. • Achievement and support of an effective workforce that reflects the diversity of the American people. • International assistance to formulate policy and coordinate U.S. support for the protection and sound management of the world's forest resources. Federal agencies prepare an Environmental Impact Statement (EIS) if a proposed major federal action is determined to significantly affect the quality of the human environment. This is the situation with the EIS for Little Cottonwood Canyon. The EIS should be recognized and implemented as a planning mechanism in conjunction with an environmental</p>	A32.3F; A32.3H

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>impact action statement. Several principal vision statements over time should guide the alternative actions with this EIS for transportation enhancements for Little Cottonwood Canyon. It is not to be observed as a set of hoops (and regulations) that a project must execute. This preferred alternative is not valid when all of a broad-range of alternatives, over differing time periods, have been addressed to satisfy the EPA and Forest Service goals & objectives. It is necessary to meet the hierarchy to avoid, minimize, remediate and offset environmental impacts and associated accumulative impacts over-time. This final EIS, recommending Gondola Alternative B, is flawed on several levels including:</p> <ul style="list-style-type: none"> • Protecting forests and grasslands • Assistance with protecting watersheds • Improving conditions in rural areas • Community assistance and cooperation with emergency services • Impacts to wildlife migration <p>1. Protecting forests and grasslands: The impact of high wire conveyance systems requires the forest to be cleared of tall trees below it. It also requires the removal of trees, habitat and maintain fire clearance for a certain radius around support structures and service roads. 2. Assistance with protecting watersheds: The removal of the trees, habitat and grass lands will promote erosion in the canyon, interrupt natural drainage and cause sediment to be deposited into the streams. 3. Improving conditions in rural areas: Only two American cities have gondola commuter systems — New York’s Roosevelt Island Tramway and the Portland Aerial Tram. None in smaller communities. All other gondola solutions in ski areas are privately owned and operated. Why would UDOT consider supporting such a private-sector oriented solution? The selected alternative should improve community structure by enhancing access for year-round residents of the canyon, not simply cater to destination skiing. In high wind conditions, an aerial gondola is shut down and useless. And, that maybe the time in an emergency situation when enhanced transportation is needed most. 4. Community assistance and cooperation with emergency services: One of the reasons that the 2002 Olympics could not hold events in Little Cottonwood Canyon is because it lacks two routes of travel for evacuation. Emergency services should be weighted higher with the selection of alternatives. It is particularly egregious for this EIS to gloss-over and lacking inclusion of a second access point to the Town of Alta and the Snowbird resort. Doing so, reflects the prejudiced favor for a long cul-de-sac with snow sheds. It is lacking a broad range of alternatives from the outset. In 10-20 years, additional improvements will be necessary, contributing to accumulative environmental impacts. Snow sheds are an accessory improvement to the transportation solution, not the solution. The scoped-size of snow sheds can only be fixed when a long-range transportation solution, which is lacking in this study, is determined. Transit is best implemented with a straight line between multiple points. There is such a linear alignment for Alta, Brighton and Dear Valley. This alignment needs to be studied further with its associated tunneling. 5. Impacts to wildlife migration: Visual impact of a gondola in motion within a narrow V-shaped canyon will impact wildlife habitat and migration of birds (owls, hawks, etc.) and possibly terrestrial mammals in Little Cottonwood. The planning effort for Little Cottonwood Canyon is one that requires meeting a greater set of objectives as identified by community planning and Forest Service statements. UDOT is very good at building modern highways and expressways to move vehicles. That is the mission of UDOT and its culture. It does it well and is creative within its mission. UDOT is not experienced with moving people using different modes of travel. With this EIS, alternatives were not proposed or were eliminated that could better meet the community, environmental (EPA), US Forest Service missions and avoid cumulative impacts. An EIS should be used to enhance the environment and community objectives, not just a series of boxes to check-off. A comprehensive analysis of alternatives in sensitive environments necessitates a broader approach. There are many examples of EISs that meet and enhance local objectives. Please consider and review other efforts like these. Little Cottonwood requires one of those analyses. It should be started over with a new set of scoped alternatives. Future administration of an EIS should be directed to the US Forest Service, Salt Lake County, UTA or joint management of some combination thereof. Tom Burdett, South Jordan</p>	
42919	burdge, mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mason burdge</p>	A32.3A; A32.3F
47347	Burdick, Sloane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sloane Burdick</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51989	Burell, Ambrose	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ambrose Burell</p>	A32.3A; A32.3F
53679	Bures, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Bures</p>	A32.3A; A32.3F
44503	burgess, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine burgess</p>	A32.3A; A32.3F
50435	Burgess, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Burgess</p>	A32.3A; A32.3F
53640	Burgess, Sable	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sable Burgess	
40308	Burgfechtel, Brian	I do NOT support the gondola. The impact to roadless area is NOT negligible. Please consider modifying the current road or using tolling. Consider options that protect cyclists in the summer months. The gondola won't move people the way they need to be moved and the peak time lines will be awful.	A32.29VV
45422	Burgfechtel, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Burgfechtel</p>	A32.3A; A32.3F
46411	burgiss, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake burgiss</p>	A32.3A; A32.3F
52060	burgon, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory burgon</p>	A32.3A; A32.3F
50193	Burian, Zachary	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Zachary Burian	
44397	Burick, Tess	<p>To whom it may concern,</p> <p>I was born and raised in Salt Lake City and am a current Utah resident living in Sugarhouse. I am a season pass holder at Alta and Snowbird and thus my winter weekends are spent cherishing Little Cottonwood Canyon. I grew up skiing these resorts, and feel an immense sense of pride in the historic magic that Little Cottonwood Canyon managed to hold onto.</p> <p>As an Alta-Bird season pass holder, I am intimately aware of the traffic challenges and congestion that the canyon faces. I have sat in the red snake for 5+ hours, waiting patiently for UDOT to give the green light for safe passage up the canyon (I am beyond grateful for the incredible work they've done to keep us safe during this historic season). We need solutions to address the growing number of recreational users in the canyon, but these solutions that are funded by Utah tax payers need to serve all recreational users including backcountry skiers, ice climbers, and climbers who recreate in all parts of these canyons beyond the bounds of the resorts. I firmly believe that we as a community also need to evaluate what visitor capacity the resorts can responsibly, and safely bear, and consider the honorable decision to preserve place over profit.</p> <p>I am inspired to see Patagonia speaking in favor of saving Little Cottonwood Canyon and am in full agreement with the arguments they have crafted below. I oppose the Gondola project and urge you to consider alternative solutions that preserve the natural beauty and integrity of our canyon.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Burick</p>	A32.3A; A32.3F
49370	Burke, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Burke</p>	A32.3A; A32.3F
42037	Burke, Connor	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Burke</p>	
42927	Burke, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Burke</p>	A32.3A; A32.3F
51076	Burke, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Burke</p>	A32.3A; A32.3F
53682	Burke, Linnea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linnea Burke</p>	A32.3A; A32.3F
41136	burke, mckayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mckayla burke</p>	
53380	Burke, Mikinsley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mikinsley Burke</p>	A32.3A; A32.3F
53687	Burke, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Burke</p>	A32.3A; A32.3F
53688	Burke, Renee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Renee Burke</p>	A32.3A; A32.3F
41414	Burke, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Burke</p>	
51007	Burke, Sara	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sara Burke</p>	A32.3A; A32.3F
53294	Burkemper, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Burkemper</p>	A32.3A; A32.3F
47727	Burkett, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Burkett</p>	A32.3A; A32.3F
46057	Burkgren, Mikaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Mikaela Burkgren	
53234	Burkhardt, Kylie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kylie Burkhardt	A32.3A; A32.3F
39893	Burkhart, Drew	The gondola does violate the roadless rule. The construction will disrupt and destroy native wildlife. No gondola!!	A32.3A; A32.3F
41396	burkholder, Lexi	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lexi burkholde	A32.3A; A32.3F
47194	Burleson, Daniel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daniel Burleson	A32.3A; A32.3F
39430	Burlison, Alex	How many times do you need to hear it?! The people do NOT want a gondola in Little Cottonwood. This proposal would destroy the magic that is LCC for future generations. Keep LCC gondola free	A32.29VV
42124	Burlison, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Burlison	
51535	Burnett, Angelica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Angelica Burnett	A32.3A; A32.3F
46566	Burnett, Eliza	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eliza Burnett	A32.3A; A32.3F
42330	Burnett, Katie	I do not want a gondola in protected roadless areas	A32.3A
54029	Burnett, Madison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Madison Burnett	A32.3A; A32.3F
39512	Burnham, Lee	A huge amount of money without really accomplishing much. Total waste. If you are going to do something do something that works for all the resorts and all the canyons. A Monorail that links them all with the Rio Grand Depot being the main terminal. No one would drive.	A32.29VV
51457	Burningham, Brooklyn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Burningham</p>	
45110	Burningham, Ellie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellie Burningham</p>	A32.3A; A32.3F
53027	Burningham, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Burningham</p>	A32.3A; A32.3F
45988	Burns, Cami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cami Burns</p>	A32.3A; A32.3F
50184	Burns, Carmen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carmen Burns</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40587	Burns, Conor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Finally, and most importantly the gondola will only benefit a small portion of the greater salt lake area. Using such a large amount of tax payer money for a vanity project is preposterous. There are Enviornmental issues that this money could help benefit. By creating something that will be used by the snowbird elites and and the wealthiest individuals is not a solution I want to support. Little cottonwood canyon is one of the most unique bioms in the United States. Do you really want to ruin its beauty? Please reconsider the gondola, for the sake of future visitors of LCC. Regards, Conor Burns</p>	A32.3A; A32.3F
48845	Burns, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Burns</p>	A32.3A; A32.3F
52373	Burns, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Burns</p>	A32.3A; A32.3F
46511	Burns, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Burns</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53011	Burns, Laura	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laura Burns</p>	A32.3A; A32.3F
55555	Burns, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Burns</p>	A32.3A; A32.3F
53204	Burns, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Burns</p>	A32.3A; A32.3F
43085	Burns, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Burns</p>	A32.3A; A32.3F
41307	Burnside, Katie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Burnside	
49748	Burnside, Mckenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckenna Burnside</p>	A32.3A; A32.3F
45637	Burola, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Burola</p>	A32.3A; A32.3F
47656	Burr, Casie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casie Burr</p>	A32.3A; A32.3F
42327	Burr, Nicholas	Worthless project. It will mess up the canyon. Plus it will be a headache when people who are pissed off inevitably cut the cable.. get a grip and spend our taxpayer money on important stuff not a frickin gondola. People are hungry. Kids don't have solid education. A gondola is such a waste. No.	A32.29VV
50089	Burrell, Eamon	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eamon Burrell	
43882	Burrell, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Burrell</p>	A32.3A; A32.3F
43614	Burri, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Burri</p>	A32.3A; A32.3F
44696	Burrill, Kyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyla Burrill</p>	A32.3A; A32.3F
44758	burris, ada	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, ada burris</p>	A32.3A; A32.3F
40888	Burrow, Carmen	I would say the cog rail sounds like it would but a fun and unique way to get where we need to go!	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46645	Burrowes, Lewis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lewis Burrowes</p>	A32.3A; A32.3F
50156	burrows, Kristi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristi burrows</p>	A32.3A; A32.3F
51481	Burrows, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Burrows</p>	A32.3A; A32.3F
45718	Burrows, Zach	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Zach Burrows</p>	A32.3A; A32.3F
51746	Burrowsw, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Burrowsw</p>	
51854	Bursell, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Bursell</p>	A32.3A; A32.3F
50213	Burson, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Burson</p>	A32.3A; A32.3F
52701	Burt, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Burt</p>	A32.3A; A32.3F
55329	Burt, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Burt</p>	
50296	Burt, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Burt</p>	A32.3A; A32.3F
39422	BURT, MELODY	<p>The gondola's impacts on non-resort visitors to the canyon will be staggering. These include potentially irreparable harm to the watershed according to those responsible for our water supplies; visual blight from the massive 200+foot towers, cable cars, and nighttime lighting; and increased traffic density in canyon-mouth communities already overwhelmed with vehicular congestion. The character of Little Cottonwood Canyon would forever be compromised, while unacceptable road conditions continue.</p>	A32.29VV
43041	Burt, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Burt</p>	A32.3A; A32.3F
47186	Burton, Amanda	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amanda Burton</p>	A32.3A; A32.3F
53944	Burton, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Burton</p>	
47920	Burton, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brad Burton</p>	A32.3A; A32.3F
39953	Burton, Christopher	The gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A; A.32.3F
46299	Burton, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Burton</p>	A32.3A; A32.3F
54199	Burton, Grace	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grace Burton</p>	A32.3A; A32.3F
47585	Burton, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Burton</p>	
46451	Burton, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Burton</p>	A32.3A; A32.3F
42581	Burton, Josephine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josephine Burton</p>	A32.3A; A32.3F
42325	Burton, Kayla	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt outdoor recreation in the area. Moreover, the gondola would only serve two private businesses, rather than cater to the much larger variety of canyon users. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Naturally, there will have to be construction in and around planned towers, the disturbance of which could have drastic- and irreversible- effects. The analysis of these effects in the current documents is inadequate. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
49692	Burton, Kessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kessa Burton</p>	
51389	Busath, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Busath</p>	A32.3A; A32.3F
41758	Busath, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Busath</p>	A32.3A; A32.3F
51658	BUSATH, MARCIE	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, MARCIE BUSATH</p>	A32.3A; A32.3F
46095	bush, Zavy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zavy bush</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44117	Bushell, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Bushell</p>	A32.3A; A32.3F
51411	Bushman, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Bushman</p>	A32.3A; A32.3F
53629	Bushman, Daniel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Daniel Bushman</p>	A32.3A; A32.3F
41759	Bushman, Sammi	<p>For the health and safety of employees, the environment, and the community of the canyon, please do NOT build a gondola!! If you won't let dogs up the canyons, why would you allow something as detrimental to the ecosystem as a massive gondola?</p>	A32.29VV
54851	Bushman, Tin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tin Bushman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46484	Bushnell, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Bushnell</p>	A32.3A; A32.3F
49000	Busquets, Belen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Belen Busquets</p>	A32.3A; A32.3F
41667	Bussell, Katie	<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. I also do not support this solely being funded by the taxpayer when this will primarily serve private ski resorts. Public dollars should not be used to help provide better access to multi billion dollar resorts on public land. A better solution must be found, and the resorts can provide some funds to find it.</p>	A32.3A; A32.3F
43191	Bustamante, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Bustamante</p>	A32.3A; A32.3F
42959	Bustos, Ali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ali Bustos</p>	
43359	Bustos, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Bustos</p>	A32.3A; A32.3F
43021	Buswell, Jocie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jocie Buswell</p>	A32.3A; A32.3F
49013	Butcher, Kambri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kambri Butcher</p>	A32.3A; A32.3F
54024	Butenhof, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Butenhof</p>	
40599	Butler, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Butler</p>	A32.3A; A32.3F
43127	Butler, Elizabeth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Butler</p>	A32.3A; A32.3F
49772	Butler, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Butler</p>	A32.3A; A32.3F
40389	Butler, Karen	<p>I am writing with regard to the proposed gondola up Little Cottonwood Canyon. I believe that the Roadless Rule does apply to this situation and should be honored. I believe that protection of the flora and fauna of the canyon, and the watershed is of utmost importance. The gondola is effectively a road.</p>	A32.29VV
40585	Butler, Karen	<p>am writing to express my concern that the Roadless Rule is being ignored with regard to the proposed gondola in Little Cottonwood Canyon. I believe that the Roadless rule does apply in this situation; and that protection of the flora, fauna, and watershed of the canyon is of utmost importance. The process of building the gondola would be devastating to this area, and the gondola itself would continue to devastate the area in the future. Our untouched, undeveloped lands are getting scarcer and scarcer. Please honor the Roadless Rule and protect one of our most beautiful, pristine, and accessible areas.</p> <p>Karen Butler</p>	A32.3A; A32.3H
54647	Butler, Katerina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katerina Butler</p>	
52936	butler, Kylie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kylie butler</p>	A32.3A; A32.3F
44632	Butlet, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Butlet</p>	A32.3A; A32.3F
54688	Buttars, Kaley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaley Buttars</p>	A32.3A; A32.3F
39286	Butterfield, Lynn	<p>Please do not erect an ugly and costly aerial tramway as we'll still have to put in parking lots at base! Buses are the key!</p>	A32.29VV
50525	Butterfield, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Butterfield</p>	
55613	Butterfield, Michelle	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michelle Butterfield</p>	A32.3A; A32.3F
42603	Butters, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Butters</p>	A32.3A; A32.3F
52441	Butts, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Butts</p>	A32.3A; A32.3F
56196	Buxton, JD	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JD Buxton</p>	
47046	BUXTON, Mindy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mindy BUXTON</p>	A32.3A; A32.3F
50572	Buzianis, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Buzianis</p>	A32.3A; A32.3F
47214	Buzilow, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Buzilow</p>	A32.3A; A32.3F
46619	Byars, Aden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aden Byars</p>	
45917	Byde, Zoe	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Zoe Byde</p>	A32.3A; A32.3F
52531	Byerley, Janey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janey Byerley</p>	A32.3A; A32.3F
48090	Byerley, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This will cost utah residents millions causing a 10 year deficit in just construction alone. Keep out mountains they way they are!!</p> <p>Regards, Sara Byerley</p>	A32.3A; A32.3F
45906	Byerly, Lindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lindy Byerly</p>	
43843	Byerly, Matthew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Matthew Byerly</p>	A32.3A; A32.3F
55397	Byers, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Byers</p>	A32.3A; A32.3F
45658	Byington, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Byington</p>	A32.3A; A32.3F
52708	Byington, Sheridan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheridan Byington</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45643	Byles, Rudy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rudy Byles</p>	A32.3A; A32.3F
44588	bynres, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah bynres</p>	A32.3A; A32.3F
39735	Byrd, Dominique	<p>I am against the construction of a gondola on roadless areas. I think these natural areas should only be enhanced if any building takes place on them, a gondola tower and vegetation removal would detract from the natural beauty of these protected areas.</p>	A32.29VV
51273	byrne, Kaelee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaelee byrne</p>	A32.3A; A32.3F
47138	Byrnes, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner Byrnes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52434	Byrt, Jewell	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion, and just shifts the problem. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts, or closing the canyons to uphill traffic on the busiest days, and requiring bus usage/public transit for non landowners/employees, in the way that Zion requires you take a shuttle to travel through the park.</p> <p>Regards, Jewell Byrt</p>	A32.3A; A32.3F
50114	Byrtus, PJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, PJ Byrtus</p>	A32.3A; A32.3F
47925	Byrtus, Soleil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soleil Byrtus</p>	A32.3A; A32.3F
50585	bytheway, amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, amber bytheway</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39828	c hochberg, bruce	No Gondola/Tram! It's a waste of money. Like every other construction project it will end up way over budget. Build 2 lanes up and 2 lanes down with snow sheds over the avalanche prone areas. Nature will recover from the construction phase. Use the 4 lanes for 3 up canyon in the morning and 3 down canyon in the afternoon. Stop Snowbird from roadside parking. It's dangerous.	A32.29VV
54855	C, Abe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abe C</p>	A32.3A; A32.3F
45426	C, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda C</p>	A32.3A; A32.3F
53924	C, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ash C</p>	A32.3A; A32.3F
45261	C, Chase	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Chase C</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55114	C, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea C</p>	A32.3A; A32.3F
45209	C, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie C</p>	A32.3A; A32.3F
46315	C, Liv	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liv C</p>	A32.3A; A32.3F
39835	C, Miles	<p>A bus system with avalanche sheds is a far more cost effective and less intrusive wilderness option than an absurdly expensive gondola. With the current parking reservation systems at Alta and Snowbird, traffic is far less of a problem than in Big Cottonwood. There are thousands of other public projects in Utah you could better allocate these funds to help resolve instead of a gondola. I have zero friends who are climbers, skiers and bikers who support this project.</p>	A32.29VV
43344	C, Tait	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tait C</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46600	C, W	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, W C</p>	A32.3A; A32.3F
47882	caamano, david	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, david caamano</p>	A32.3A; A32.3F
50117	cabe, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob cabe</p>	A32.3A; A32.3F
52110	Cable, Orion	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Orion Cable</p>	A32.3A; A32.3F
43693	cadiz, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley cadiz</p>	
44723	Cadjan, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Cadjan</p>	A32.3A; A32.3F
43288	Caffrey, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Caffrey</p>	A32.3A; A32.3F
42206	Cahill, James	<p>I am wholly against the construction of a gondola. The plans of constructing a gondola through IRA areas should be enough to realize that it is the wrong solution. White Pine, Twin Peaks and Lone Pine are all pristine recreation areas that would be destroyed just to place a tower. They say that that construction of the towers won't impact these areas, how will the foundations be dug and poured? How will the be maintained? Placing gondola towers is only the beginning of the removal of all protected areas of the Wasatch. Alternative solutions with lower impact should be considered first, toll everyone \$50 to go up the canyon and your congestion would decrease significantly. LCC is already over developed, why destroy it any further? If a gondola is going to be built you might as well just add a chairlift to the top of MT Olympus so that the congestion on that trail can be eased as well.</p>	A32.3F; A32.3H
45286	Cahoon, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Cahoon</p>	
40175	Cahoon, Douglas	Do Not Built the very expensive TRAM. Has anyone thought we may be letting too many people up the canyons at once?	A32.29VV
55598	Cahoon, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Cahoon</p>	A32.3A; A32.3F
44400	Cain, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Cain</p>	A32.3A; A32.3F
51102	Calabuig, David	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Calabuig</p>	A32.3A; A32.3F
55474	Calacino, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Calacino</p>	
41388	Calacino, Nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolas Calacino</p>	A32.3A; A32.3F
53779	Calamity, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Calamity</p>	A32.3A; A32.3F
41294	Calandrella, Francis	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Francis Calandrella</p>	A32.3A; A32.3F
51048	Calder, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Calder</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52365	Calder, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Calder</p>	A32.3A; A32.3F
47788	Calder, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Calder</p>	A32.3A; A32.3F
46561	Caldera, Karla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karla Caldera</p>	A32.3A; A32.3F
52965	Caldera, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Caldera</p>	A32.3A; A32.3F
51873	Calderon, Antonio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Antonio Calderon</p>	
49584	Calderon, Francisco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francisco Calderon</p>	A32.3A; A32.3F
53158	Caldwell, Jordan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jordan Caldwell</p>	A32.3A; A32.3F
47805	Caldwell, Sylvie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sylvie Caldwell</p>	A32.3A; A32.3F
46063	Calfee, Nora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nora Calfee</p>	
47595	Calhoun, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Calhoun</p>	A32.3A; A32.3F
54407	Calhoun, Courtney	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Courtney Calhoun</p>	A32.3A; A32.3F
40942	Calhoun, Kitty	<p>I do not want gondola towers in protected roadless areas. Gondolas would interfere with clean water, diverse wildlife, the view shed, and recreational opportunities - all not worth the proposed benefit to skiers visiting Snowbird ski area. To service the gondola, UDOT would need to allow more roads into LCC to service the gondola and for potential evacuations - which is against the intent of the Roadless Act. As a person living in Utah, I can't support a proposal that would reduce acres classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas.</p>	A32.3A; A32.3H
46945	Calk, Freddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Freddy Calk</p>	A32.3A; A32.3F
51664	CALL, BRETT	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BRETT CALL</p>	
40801	Call, Candace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Candace Call</p>	A32.3A; A32.3F
49048	Call, Colton	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Colton Call</p>	A32.3A; A32.3F
39302	Call, Douglas	<p>The gondola will only benefit the ski resorts make the ski resorts pay for the gondola not the tax payers of which only a small minority will benefit!</p>	A32.29VV
40024	Call, Douglas	<p>Do not use the gondola system, it is probably the worst transportation system that could be implemented and only benefits private for profit enterprises with tax dollars.</p>	A32.29VV
54016	Call, Eden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eden Call</p>	A32.3A; A32.3F
54662	Call, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Call</p>	
46261	Call, Lexee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexee Call</p>	A32.3A; A32.3F
48259	Call, Liz	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Liz Call</p>	A32.3A; A32.3F
54763	Call, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Call</p>	A32.3A; A32.3F
52012	Call, Mikeala	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mikeala Call</p>	
45464	Call, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Call</p>	A32.3A; A32.3F
53134	Call, Ruth	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ruth Call</p>	A32.3A; A32.3F
55183	Call, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Call</p>	A32.3A; A32.3F
45499	Callaci, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Callaci</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48939	Callaghan, Blair	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blair Callaghan</p>	A32.3A; A32.3F
49127	Callahan, Caitlin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caitlin Callahan</p>	A32.3A; A32.3F
47891	Callahan, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Callahan</p>	A32.3A; A32.3F
52946	Callahan, Lachlan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lachlan Callahan</p>	A32.3A; A32.3F
44358	Callahan, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Callahan</p>	
50066	Callaway, Neil	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Neil Callaway</p>	A32.3A; A32.3F
49271	Callaway, Neve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Neve Callaway</p>	A32.3A; A32.3F
49564	Callister, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Callister</p>	A32.3A; A32.3F
53070	Callister, Tylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tylan Callister</p>	
53245	Callor, Marissa	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Marissa Callor</p>	A32.3A; A32.3F
53479	Callor, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Callor</p>	A32.3A; A32.3F
55167	Callum, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Callum</p>	A32.3A; A32.3F
44369	Callus, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jordan Callus	
54586	Calvert, Olivia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Olivia Calvert	A32.3A; A32.3F
42992	Calvin, Leanne	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Leanne Calvin	A32.3A; A32.3F
48462	Calvo, Michelle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michelle Calvo	A32.3A; A32.3F
53194	Camber, Polly	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Polly Camber	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48240	Cambre, Shelby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shelby Cambre</p>	A32.3A; A32.3F
53132	Camden, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Camden</p>	A32.3A; A32.3F
46244	Cameron, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Cameron</p>	A32.3A; A32.3F
54843	Cameron, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Cameron</p>	A32.3A; A32.3F
47498	Cameron, William	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, William Cameron	
54451	Cammack, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Cammack</p>	A32.3A; A32.3F
55782	Campa, Gus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gus Campa</p>	A32.3A; A32.3F
44536	Campagnoni, Chris	<p>To whom it may concern,</p> <p>Seriously, as a property owning taxpayer, I urge UDOT to reconsider their gondola proposal and look to the numerous solutions already in place in many of the Austrian and Swiss resorts where there are no traffic concerns. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Campagnoni</p>	A32.3A; A32.3F
52413	Campasano, Beau	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Beau Campasano	
43624	campbell, carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carly campbell</p>	A32.3A; A32.3F
40667	Campbell, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Campbell</p>	A32.3A; A32.3F
47576	campbell, elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, elijah campbell</p>	A32.3A; A32.3F
52827	Campbell, Gavin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gavin Campbell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41141	campbell, halle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, halle campbell</p>	A32.3A; A32.3F
44337	Campbell, Jessi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessi Campbell</p>	A32.3A; A32.3F
49897	Campbell, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Campbell</p>	A32.3A; A32.3F
50490	Campbell, Cassidy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cassidy Campbell</p>	A32.3A; A32.3F
54237	Campbell, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Campbell</p>	
40461	Campbell, Lori	<p>This is wildly classist, only supports those who can afford to ski or choose to ski, and on top of that won't be running during an avalanche mitigation. So, what really is the point? A flashy project to help out Alta and Snowbird that all of us have to pay for at the expense of protected areas that are protected for a reason.</p>	A32.29VV
48056	Campbell, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Campbell</p>	A32.3A; A32.3F
53072	Campedelli, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Campedelli</p>	A32.3A; A32.3F
56190	Camperchioli, Dominic	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Importantly, I find it terrifying that this is truly considered an appropriate use of an exorbitant amount of taxpayer (my) money when it would only benefit so few. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Personally, on days when I am headed up to ski at the resorts, I do utilize the busses with ease. They work as is and have tons of room for easy adjustments, in particular increasing their frequency. This could alleviate the congestion on the highway much more immediately and in a much more cost effective manor than a gondola. Regards, Dominic Camperchioli</p>	A32.3A; A32.3F
47870	Campese, Santino	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Santino Campese</p>	
46562	Campian, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Campian</p>	A32.3A; A32.3F
43340	camplin, Hayley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hayley camplin</p>	A32.3A; A32.3F
47357	Campmans, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Campmans</p>	A32.3A; A32.3F
44880	Campos, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Campos</p>	
48696	Campos, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Campos</p>	A32.3A; A32.3F
48581	Campos, Phillip	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Phillip Campos</p>	A32.3A; A32.3F
40132	Canakes, Joe	<p>The proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan</p> <p>It would be a terrible misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat)</p> <p>We are grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon.</p> <p>I will also say, this whole project and the fact that 80% of locals do not want this, nor want to pay for it, and that it is still getting pushed through, stinks of corruption. It is terribly sad that these canyons will be permanently altered in order to pad the pocket books of politicians and a few private businesses. Just an absolute joke and broad sweeping failure of our political system, and the individuals that are a part of it. The building of the gondola will be the end of Utah receiving my tax dollars.</p>	A32.29VV
43617	Canavan, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Canavan	
41935	Canavan, Lily	The gondola is not a good idea!! It is too expensive, destroys important nature that so many come to SLC for, and will not solve the traffic problem. Building it would have permanent negative effects on so many industries and people here. Please do not destroy Little Cottonwood!!!	A32.29VV
52003	Canfield, Nate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nate Canfield	A32.3A; A32.3F
53774	Canfield, Rebecca	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rebecca Canfield	A32.3A; A32.3F
46593	Canfield, Travis	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Travis Canfield	A32.3A; A32.3F
47120	Cann, Ian	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ian Cann</p>	
50818	Canning, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Canning</p>	A32.3A; A32.3F
52710	Cannon, Amy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amy Cannon</p>	A32.3A; A32.3F
56192	Cannon, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Cannon</p>	A32.3A; A32.3F
56200	Cannon, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Cannon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44083	cannon, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie cannon</p>	A32.3A; A32.3F
50040	Cannon, Coryn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Coryn Cannon</p>	A32.3A; A32.3F
45546	Cannon, Daniel	<p>To whom it may concern,</p> <p>Since moneys clearly not the issue try paying those bus drivers and incentivize public transport and carpooling. Maybe ban rental cars and enforce traction laws. Possibly keep them up all winter. Minimize road parking so parking lots place a natural cap on the number of cars in the canyon.</p> <p>Regards, Daniel Cannon</p>	A32.29VV
53190	Cannon, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Cannon</p>	A32.3A; A32.3F
46039	Cannon, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Cannon</p>	
48972	Cannon, Josh	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Josh Cannon</p>	A32.3A; A32.3F
54209	Cannon, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Cannon</p>	A32.3A; A32.3F
45381	cannon, Kelsi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsi cannon</p>	A32.3A; A32.3F
52395	Cannon, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lisa Cannon	
43181	Cannon, Miles	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Miles Cannon	A32.3A; A32.3F
40700	Cannon, Norah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Norah Cannon	A32.3A; A32.3F
45608	Cannon, Tara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tara Cannon	A32.3A; A32.3F
40435	Cantelmo, Cameron	I believe it would be necessary to add an additional stop at a backcountry trailhead, run summer services, as well as ensure low-cost (less than \$50 even on peak days) fares. Additionally should be done in conjunction with strict caps on the number of private cars entering the canyon, to reduce total congestion. Should also install renewable energy sources dedicated to operating the gondola, to make the project carbon-neutral in the long term (or carbon negative if you consider the removal of car traffic).	A32.29VV
53404	Cantera, Caroline	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Caroline Cantera	
42169	Canterbury, Sean	The people have spoken! We DO NOT want a Gondola going up Little Cottonwood Canyon impacting our public lands. We DO NOT want our taxes subsidizing a project that solely benefits two private businesses. We DO NOT want the eye sore that will be the pylons and cable running up the canyon. We DO NOT want hazardous run off from construction getting into our water supply. We DO NOT want new roads cut for transportation of materials for construction. We DO NOT want to forever alter the landscape of the canyon. We DO NOT want to line the pockets of the developers and stakeholders who are foaming at the mouth to move this project through. WE DO NOT WANT A GONDOLA IN LCC!	A32.29VV
52396	Cantin, Jacob	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Generally, this seems like a very poorly thought out solution, not weighed against other design options. I hope you chose another path. Regards, Jacob Cantin	A32.3A; A32.3F
48425	Cantor, Dylan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Dylan Cantor	A32.3A; A32.3F
52182	Cantrell, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Cantrell	A32.3A; A32.3F
41379	Cantrell, Alexandria	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Cantrell</p>	
52287	Cantrell, Cherise	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cherise Cantrell</p>	A32.3A; A32.3F
55973	Cantwell, Weston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weston Cantwell</p>	A32.3A; A32.3F
49214	Cap, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Cap</p>	A32.3A; A32.3F
49021	Capata, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kevin Capata</p>	
54131	Capatina, Victoria	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Victoria Capatina</p>	A32.3A; A32.3F
54037	Capen, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Capen</p>	A32.3A; A32.3F
46765	Capener, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Capener</p>	A32.3A; A32.3F
49279	Capener, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Capener</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48123	Caplan, Max	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Max Caplan</p>	A32.3A; A32.3F
52422	Caplan, Sutton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sutton Caplan</p>	A32.3A; A32.3F
53164	Capobianchi, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Capobianchi</p>	A32.3A; A32.3F
40604	Capra, Erin	<p>Do not destroy our canyon and wildlife for the gondola. It will not work. It will not benefit anyone. It will be closed just as much as the road, be expensive for taxpayers and riders, and people will still drive their cars because it is more convenient. More buses and more bus parking is the only logical solution that doesn't destroy our environment.</p>	A32.29VV
41546	Capron, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Capron</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54971	Caravati, Edwin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Edwin Caravati</p>	A32.3A; A32.3F
50172	Caravella, Ansley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ansley Caravella</p>	A32.3A; A32.3F
48158	Carbajal, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Carbajal</p>	A32.3A; A32.3F
46507	Carbonara, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Carbonara</p>	A32.3A; A32.3F
53939	Card, Erica	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erica Card</p>	
50667	Card, Rosemary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rosemary Card</p>	A32.3A; A32.3F
40598	Card, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Card</p>	A32.3A; A32.3F
54462	Cardinali, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Cardinali</p>	A32.3A; A32.3F
54104	Cardo, Isabel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Isabel Cardo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41098	Cardon, Amory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amory Cardon</p>	A32.3A; A32.3F
45716	Cardon, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Cardon</p>	A32.3A; A32.3F
53456	Cardon, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Cardon</p>	A32.3A; A32.3F
53610	Cardoso, Jene	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jene Cardoso</p>	A32.3A; A32.3F
51837	Cardwell, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Cardwell</p>	
41570	Cargeeg, Jon	<p>Why should us TaxPayers be burdened with this waste of dollars for the benefit of a few private companies and to ruin the landscape of the canyon.</p> <p>THIS IS CORRUPTION AND YOU KNOW IT !!!!</p>	A32.29VV
54448	Carlile, Trinity	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trinity Carlile</p>	A32.3A; A32.3F
44507	Carlin, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Carlin</p>	A32.3A; A32.3F
53165	Carling, Alysha	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alysha Carling</p>	A32.3A; A32.3F
52871	Carling, Srinidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Srinidi Carling</p>	
52364	Carlisle, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Carlisle</p>	A32.3A; A32.3F
49586	Carlock, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Carlock</p>	A32.3A; A32.3F
53094	Carlos, Alexis	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alexis Carlos</p>	A32.3A; A32.3F
42151	Carlos, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Carlos</p>	
39452	Carlos, Hanna	Please do not build this gondola! It will destroy our canyon and community!	A32.29VV
54055	Carlsen, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Carlsen</p>	A32.3A; A32.3F
47095	Carlson, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Carlson</p>	A32.3A; A32.3F
44022	Carlson, Axel	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Axel Carlson</p>	A32.3A; A32.3F
42600	Carlson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Carlson</p>	
45999	carlson, caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, caitlyn carlson</p>	A32.3A; A32.3F
41295	Carlson, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Carlson</p>	A32.3A; A32.3F
39911	Carlson, Doug	<p>Gondola Option B continues to make the most sense in all respects. The need for this is even more clear after almost 1/4 of the season with Interlodge in place. Please move forward with the Gondola option.</p>	A32.29VV
52509	Carlson, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Carlson</p>	A32.3A; A32.3F
46327	Carlson, Ilona	<p>To whom it may concern,</p> <p>I am a former Utah citizen. I lived in Moab, Utah for almost a decade.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ilona Carlson</p>	
51966	Carlson, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Carlson</p>	A32.3A; A32.3F
54015	Carlson, Keven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keven Carlson</p>	A32.3A; A32.3F
44996	Carlson, Kristy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kristy Carlson</p>	A32.3A; A32.3F
47733	Carlson, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mackenzie Carlson</p>	
54336	carlson, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan carlson</p>	A32.3A; A32.3F
51494	Carlson, Ricky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ricky Carlson</p>	A32.3A; A32.3F
48093	Carlson, Robbie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Robbie Carlson</p>	A32.3A; A32.3F
55632	Carlson, Soren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soren Carlson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48864	Carlston, Lili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lili Carlston</p>	A32.3A; A32.3F
47762	Carlton, Ashlan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlan Carlton</p>	A32.3A; A32.3F
41860	Carlton, Blake	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Blake Carlton</p>	A32.3A; A32.3F
47059	carlton, sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophie carlton</p>	A32.3A; A32.3F
47831	Carlton, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Carlton</p>	
45587	Carman, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Carman</p>	A32.3A; A32.3F
48669	Carman, Kennedy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kennedy Carman</p>	A32.3A; A32.3F
54764	carmichael, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley carmichael</p>	A32.3A; A32.3F
40949	Carmichael, Brent	I support the plan for a gondola	A32.29VV
47861	Carmona, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian Carmona</p>	
47671	Carnes, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Carnes</p>	A32.3A; A32.3F
50253	carnevale, Clairra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Clairra carnevale</p>	A32.3A; A32.3F
40348	Carney, Benjamin	<p>The gondola is a horrific tax handout to a massive corporation and will not solve this issue. Increased bus services is the only smart solution. A gondola is only a solution for a few days out of the year at the expense of a massive eyesore, noise pollution, destruction of climbing areas, and most importantly, one of the biggest corporate handouts in SLCo history. I go up LCC all the time and I almost never go to the resorts, so this won't change anything for me. I'm a single-issue voter with this. Do the right thing.</p>	A32.29VV
41501	Carney, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Carney</p>	A32.3A; A32.3F
40720	Carnick, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Carnick</p>	
55641	Caropino, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Caropino</p>	A32.3A; A32.3F
55296	carpenter, baylee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, baylee carpenter</p>	A32.3A; A32.3F
41503	Carpenter, Camron	<p>I am a native of Salt Lake City - Born in Salt Lake - lived here most of my life. I learned to Ski and rock climb in Little Cottonwood Canyon and it remains - as it always will be - one of my favorite wild places in the world.</p> <p>The steep forested granite and shist formation walls of Little Cottonwood Canyon are a natural wonder of Beauty and provide a Natural and WILD outdoor recreation area abutting a major metropolitan area. THE SIGHT LINES and Natural Beauty of this unique canyon must be preserved.</p> <p>Over 80% of Utah Residents polled about building a GONDOLA to span the length of Little Cottonwood Canyon - are opposed to the Gondola solution and particularly the Un-sightly - Steel Cable Towers that would permanently Degrade and diminish the natural and functional beauty of Little Cottonwood Canyon. As a State agency - your decision making processes should absolutely take into account the Sentiment and Will of the MAJORITY of Utahs and Salt Lake Valley residents.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. SUCH AS ELECTRIC BUS SERVICE IN DEDICATED LANES - NOT BUSSES BURNING FOSSIL FUELS - WHY WOULD UDOT even CONSIDER FOSSIL FUEL burning Buses when Electric Busses are avaiable and a viable transportation altenative without hamful carbon monoxide effluent from diesel and gas fueled busses.</p> <p>PRIMARY CONCERN and COMMENT from Me as a long time Resident of Salt Lake City:</p> <p>The gondola will NOT improve traffic congestion. IT will only add to massive traffic congestion at the base areas of the Canyons. Also - the Gondola Plan will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few who think the Gondola is a good solution and support it being built.</p> <p>CLAIMS BY a Few in favor of a Gondola -that the gondola is exempt from the "Roadless Rule" because it's not technically a road ARE a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F; A32.3G; A32.3H; A32.3I; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>ROADS WOULD HAVE TO be Altered and built in order to build the Gondola Towers and service them -THIS IS FACT that can not be denied - so the Claim that the gondola proposal is not in violation of the ROADLESS Designation areas of Lil' Cottonwood Canyon are absolutely wrong and false.</p> <p>I FULLY support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), YEAR ROUND ENHANCED ELECTRIC POWERED BUS SERVICE - with service stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The Gondola A and B proposals are misguided - do not provide a transportation access solution for ALL Users and Visitors to the Canyon and importantly would absolutely Mar and DEGRADE the majestic natural and wild sight-lines and view corridors of Little Cottonwood Canyon with 250 foot tall Steel Towers that would look like Power line towers running up the entire 8 mile length of the canyon and destroy natural and beautiful sight corridors permanently.</p> <p>UGLY - NOT NECESSARY and a PERMANENT HORRIBLE VISUAL SCARS WITHIN BEAUTIFUL Little Cottonwood Canyon would be a result of the Gondola plan being built.</p> <p>Please listen to the Residents of Salt Lake Valley and Utah and abandon the Gondola plan that the vast majority of Salt Lake Valley and Utah residents have been shown to be absolutely opposed to and against in poll responses by residents.</p> <p>PLEASE Seek more viable- less invasive solutions that do not violate the Current Inventoried Roadless Area Designations and Rules for Little Cottonwood Canyon, and the 2001 Roadless Area Conservation Rules (RACR).</p> <p>DO THE RIGHT THINGS UDOT!!!</p> <p>The Residents of Utah that you serve are largely opposed to and demonstrably against the GONDOLA Plans in either A or B proposal formats.</p> <p>YOU MUST SEEK Better - more effective, less costly, more viable, and more universally supported Little Cottonwood Canyon traffic and access solutions.</p> <p>The GONDOLA is NOT the Right solution and a vast majority of Residents of the Wasatch Front and stakeholders have made their opposition to the Gondola proposals very clear.</p> <p>And - I am writing you now as part of this public comment period to underscore my own personal opposition to the Gondola Proposals.</p> <p>Please seek other - better solutions for traffic and parking in the Little Cottonwood Canyon area. Thank YOU!!</p> <p>Sincerely - Camron Carpenter</p> <p>████████████████████</p> <p>████████████████████</p>	
41491	Carpenter, Camron	<p>I am a native of Salt Lake City - Born in Salt Lake - lived here most of my life. I learned to Ski and rock climb in Little Cottonwood Canyon and it remains - as it always will be - one of my favorite wild places in the world.</p> <p>The steep forested granite and shist formation walls of Little Cottonwood Canyon are a natural wonder of Beauty and provide a Natural and WILD outdoor recreation area abutting a major metropolitan area. THE SIGHT LINES and Natural Beauty of this unique canyon must be preserved.</p> <p>Over 80% of Utah Residents polled about building a GONDOLA to span the length of Little Cottonwood Canyon - are opposed to the Gondola solution and particularly the Un-sightly - Steel Cable Towers that would permanently Degrade and diminish the natural and functional beauty of Little Cottonwood Canyon. As a State agency - your decision making processes should absolutely take into account the Sentiment and Will of the MAJORITY of Utahs and Salt Lake Valley residents.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. SUCH AS ELECTRIC BUS SERVICE IN DEDICATED LANES - NOT BUSSES BURNING FOSSIL FUELS - WHY WOULD UDOT even CONSIDER FOSSIL FUEL burning Buses when Electric Busses are avaiable and a viable transportation altenative without hamful carbon monoxide effluent from diesel and gas fueled busses.</p> <p>PRIMARY CONCERN and COMMENT from Me as Resident of Salt Lake City.....:</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>CLAIMS BY a Few in favor of a Gondola -that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. ROADS WOULD HAVE TO be Altered and built in order to build the Gondola Towers and service them - so the Claim that the gondola proposal is not in violation of the ROADLESS Designation areas of Lil' Cottonwood Canyon are absolutely wrong and false.</p> <p>I FULLY support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), YEAR ROUND ENHANCED ELECTRIC POWERED BUS SERVICE - with service stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The Gondola A and B proposals are misguided - do not provide an transportation access solution for ALL Users and Visitors to the Canyon and importantly would absolutely Mar and DEGRADE the majestic natural and wild sight-lines and view corridors of Little Cottonwood Canyon with 250 foot tall Steel Towers that would look like Power line towers. UGLY - NOT NECESSARY and a PERMANENT HORRIBLE VISUAL SCAR WITHIN BEAUTIFUL Little Cottonwood Canyon. Please listen to the Residents of Salt Lake Valley and Utah and abandon the Gondola plan that the vast majority of Salt Lake Valley and Utah residents have been shown to be absolutely opposed to and against.</p> <p>Seek more viable- less invasive solutions that do not violate the Current Inventoried Roadless Area Designations and Rules for Little Cottonwood Canyon. and the 2001 Roadless Area Conservation Rules (RACR).</p> <p>DO THE RIGHT THINGS UDOT - The Residents of Utah that you serve are largely opposed to and demonstrably against the GONDOLA Plans in either A or B proposal formats. YOU MUST SEEK Better - more effective and viable, and more universally supported little Cottonwood canyon traffic and access solutions. The GONDOLA is NOT the Right solution and a vast majority of Residents of the Wasatch Front and stakeholders have made their opposition to the Gondola proposals very clear. And I am writing you now as part of this public comment period to underscore my own personal opposition to the Gondola Proposals. Please seek other - better solutions for traffic and parking in the Little Cottonwood Canyon area. Thank YOU!!</p> <p>Sincerely - Camron Carpenter Salt Lake City, Native and Resident. 2816 E. 2100 So. SLC, UT 84109</p>	
55651	Carpenter, Camron	<p>To whom it may concern, I am a native of Salt Lake City - Born in Salt Lake - lived here most of my life. I learned to Ski and rock climb in Little Cottonwood Canyon and it remains - as it always will be - one of my favorite wild places in the world. The steep forested granite and shist formation walls of Little Cottonwood Canyon are a natural wonder of Beauty and recreation space located abutting a major metropolitan area. THE SIGHTLINES and Natural Beauty of this unique canyon must be preserved. Over 80% of Utah Residents are opposed to the Unsightly - Tram Towers that would permanently Degrade and Mar the natural and functional beauty of Little Cottonwood Canyon. As a State agency - your decision making processes should absolutely take into account the Sentiment and will of the MAJORITY of Utahs and Salt Lake Valley residents. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Camron Carpenter</p>	A32.3A; A32.3F
48117	Carpenter, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Carpenter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43858	Carpenter, JoLynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JoLynn Carpenter</p>	A32.3A; A32.3F
41430	Carpenter, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Carpenter</p>	A32.3A; A32.3F
43674	Carpenter, Logan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Logan Carpenter</p>	A32.3A; A32.3F
40346	Carpenter, Lori	<p>I am against the Gonodla. It will ruin the natural beauty of the canyon. It is too expensive to build and the fact that the costs would be paid by the taxpayers instead of the ski resorts who are the ONLY ones benefitting, is a criminal sham! The ski resorts are just being greedy. They need to limit the ski passes sold, not only to preserve the experience (less crowded), but to preserve the canyons use. Limited tickets would need to be sold online only, and that is your "ticket" up the canyon as well. To sum up, this is unacceptable that this could possibly pass with so many Utahan's against it. It is pure greed on the developers and ski resorts part. I say, limit the ski passes, win win: less traffic, better ski day experience. NO GONDOLA!</p>	A32.29VV
43576	Carpenter, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Megan Carpenter</p>	
43649	Carpenter, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Carpenter</p>	A32.3A; A32.3F
53794	Carpenter, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Carpenter</p>	A32.3A; A32.3F
50309	Carpenter, Tim	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tim Carpenter</p>	A32.3A; A32.3F
52515	Carper, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Carper</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50628	Carr, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Carr</p>	A32.3A; A32.3F
39795	Carr, Jason	no gondola. make a regional transportation network positioned to grow sustainably and meet the needs of the region for generations to come. the investment is worth it.	A32.29VV
48592	Carr, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Carr</p>	A32.3A; A32.3F
53537	Carr, Katherine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katherine Carr</p>	A32.3A; A32.3F
44865	Carr, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Carr</p>	A32.3A; A32.3F
40243	Carrier, Scott	No on the gondola.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		If you want to restrict the number of cars going up the canyon put an officer on the highway at the bottom of the canyon. When the maximum number of cars have gone up, the officer closes the road to traffic.	
42962	carrigan, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie carrigan</p>	A32.3A; A32.3F
39521	Carrigan, Betty	YES! I believe the gondola is a great solution for Little Cottonwood Canyon. I just wish the base would be at the 6200 S. business center.	A32.29VV
53153	Carrigan, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Carrigan</p>	A32.3A; A32.3F
50642	Carrillo, Cynthia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cynthia Carrillo	A32.3A; A32.3F
42874	carrillo, Jd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jd carrillo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49374	Carrillo, Kendal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendal Carrillo</p>	A32.3A; A32.3F
54168	Carrillo, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Carrillo</p>	A32.3A; A32.3F
42112	Carrington, Alex	<p>I oppose this and think it's ridiculous you are using tax payer money for this. This concept doesn't make sense and will not solve the problem. Additionally, coming from a construction background I know that this will impact the environment more than the eye can see.</p>	A32.29VV
50129	Carris, Christina	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Christina Carris</p>	A32.3A; A32.3F
49509	Carriuolo, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Carriuolo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39453	Carroll, Brett	I believe that several of the values in the Assessment of Roadless Conservation Rule report have been severely miscalculated, specifically in regards to alternatives that include a gondola. I agree with the assessment that changes to infrastructure like building snowsheds and improving trailheads have minimal impact, as they are relatively small changes being made to an already existing highway (though I do oppose adding an extra lane). I believe that the impacts that a gondola would have on several roadless qualities are underrepresented in this report. In assessing the gondola's impact on plant and animal communities, the report only took into account the small amount of land area that the gondola towers would occupy. The report failed to account for the impact that gondola cars moving through the air would have on birds that nest in the canyon, and the stress that the gondola cars and associated noise would have on animals moving through the canyon. The highway already stresses the wildlife in the canyon, and the gondola would add a second, separate stressor. The report says that "no long term impacts" would occur to peregrine falcon nesting sites. This seems clearly wrong, as these birds will likely not choose to nest near the obstruction of the gondola even once constructed. Similarly, the report only accounted for the relatively small number of acres that the gondola would physically occupy in assessing its impact on Landscape Character and Integrity. In reality the gondola would negatively impact thousands of acres of "naturally appearing" area, scarring the beauty of Little Cottonwood Canyon permanently.	A32.29VV
42248	Carroll, David	<p>I'm submitting the following comments in response to the Supplemental Information Reports comments request. The proposed gondola in Little Cottonwood Canyon will have significant impacts on roadless areas within the canyon. The intent of the 2001 Roadless Area Conservation Rule (RACR) is to prohibit intrusions, like road construction and timber harvesting, in Inventoried Roadless Areas (IRAs) unless certain exceptions or circumstances exist. A gondola is not a road, but the scale of impact is certainly at least equal to, if not greater than a road. The gondola plan, if not in literal violation of the RACR, certainly violates its spirit. I also believe it unlikely a gondola can be built without creating new roads to address maintenance needs that would by necessity be within one or more of the IRAs.</p> <p>The Little Cottonwood Canyon IRAs: White Pine, Twin Peaks and Lone Peak buffer the adjacent wilderness areas. As such they are vital to preserving the natural integrity of the canyon and must be protected from the potential destructiveness of gondola construction and its subsequent operation and maintenance. I believe it is laughable to suggest that the gondola could either be built or subsequently maintained without extensive vehicle use and inevitably roads. Looking comparatively at the construction and maintenance of electrical transmission line towers or resort ski lift towers anywhere makes this fact patently obvious.</p> <p>The portions of the IRAs adjacent to or within the proposed gondola alignment are all on the downstream side of hydrological basins that contribute significantly to the Little Cottonwood drainage. The proposed gondola poses a risk, unacceptably high in my opinion, to the integrity of a watershed that is important to tens of thousands of residents in the valley below. The types of disturbances to IRAs that the RACR was intended to forestall are primarily environmental, but in this instance environmental will also have a significant and direct impact on the water relied on by Utah's largest urban areas.</p> <p>The Federal Highway Administration (FHA) requested two additional analyses for emissions from buses. An underlying assumption baked into the Utah Department of Transportation (UDOT) Environmental Impact Study (EIS) was that diesel buses were the only buses that could be analyzed as part of bus-based alternatives. This did fit neatly with UDOT's desire to make the gondola more attractive in comparatively addressing potential air quality impacts from buses. Though frequently suggested in the past, all electric buses were routinely dismissed by UDOT and the Utah Transit Authority (UTA) as impractical for ascending highway 210.</p> <p>A year ago, in March a ProTerra electrical bus made the trip from the State Capitol up highway 210 fully loaded with passengers to Alta proving decisively that an all electric bus was in fact practical. Disregarding what was proven and acknowledged UDOT did not include an analysis of the pollution, or the absence thereof, if electric buses were used. The entirely relevant comparison of electrical buses to buses fueled by hydrocarbon should have been included as part of an honest response to the FHA. A finding that the FHA requested analysis would not appreciably change the conclusions in the EIS was predictable. UDOT has again selectively used "facts" and represented itself as an impartial arbiter to sell a patently partisan idea.</p> <p>Throughout the EIS process I have increasingly developed a perception that UDOT is determined to sell us the gondola idea regardless. It should be cautionary that public trust in UDOT is at stake. So far UDOT has consistently declined to answer opposition to the gondola on either its technical and conceptual merits, or the concerns of taxpayers about a project whose advertised benefits are grossly disproportionate to its probable cost. Since backroom deals and good old boy politics still seem to trump common sense in Utah perhaps potentially violating federal law will take it out of the morally bankrupt purview of UDOT. We can only hope since UDOT and its cadre of supporters seem hell bent to give use the gondola regardless of public concerns.</p>	A32.3A; A32.3H; A32.10G
51023	Carroll, Emalee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. LIKE BUSES! The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. As a resident of SLC I cannot support the destruction of our beautiful canyons and suck reckless spending of our taxpayer money. This is clearly not equitable. Regards, Emalee Carroll	A32.3A; A32.3F
48976	Carroll, Erin	<p>To whom it may concern,</p> <p>KNOCK THIS [REDACTED] OFF! ACTUALLY LISTEN TO THE PEOPLE FOR ONCE!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Carroll</p>	
46195	Carron, Abbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbi Carron</p>	A32.3A; A32.3F
44752	Carrow, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Carrow</p>	A32.3A; A32.3F
42516	Carruthers, Lucia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lucia Carruthers</p>	A32.3A; A32.3F
50321	Carscaden, kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kyle Carscaden</p>	
49220	Carsman, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Carsman</p>	A32.3A; A32.3F
56076	Carson, Jace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jace Carson</p>	A32.3A; A32.3F
56321	Carson, Joseph	<p>To whom it may concern,I grew up in that canyon. Love it with my whole heart. The gondola project will deface and destroy the views and nature that make that place so spectacular. It'll ruin the canyon. Maybe irreversibly. Maybe forever.Just add more buses! Put a parking lot at the bottom and more buses and stops going up to the top. Easy!! oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.Regards,Joseph Carson</p>	A32.29VV
51791	Carson, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Carson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50492	Carson, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Carson</p>	A32.3A; A32.3F
39683	Carter, Ann	Please do not disturb the roadless areas of little cottonwood. Those protections were out there for a reason. Ecosystems are fragile and we as humans have already done our share of damage! Please value mother and do not build the gondola!	A32.29VV
54699	Carter, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ash Carter</p>	A32.3A; A32.3F
51197	Carter, Bailey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bailey Carter	A32.3A; A32.3F
54801	Carter, Blayke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blayke Carter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55905	Carter, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Carter</p>	A32.3A; A32.3F
47092	Carter, Dalton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dalton Carter</p>	A32.3A; A32.3F
52547	Carter, ella	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, ella Carter</p>	A32.3A; A32.3F
50855	carter, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily carter</p>	A32.3A; A32.3F
54966	Carter, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Carter</p>	
45122	Carter, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Carter</p>	A32.3A; A32.3F
51480	Carter, Kelly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly Carter</p>	A32.3A; A32.3F
45764	Carter, Kortney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kortney Carter</p>	A32.3A; A32.3F
45012	carter, lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lily carter</p>	
50637	Carter, Quincee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quincee Carter</p>	A32.3A; A32.3F
48757	Carter, Thomas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Thomas Carter</p>	A32.3A; A32.3F
44979	Cartledge, Aneliesa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aneliesa Cartledge</p>	A32.3A; A32.3F
53334	Cartwright, Cache	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cache Cartwright</p>	
47929	Cartwright, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Cartwright</p>	A32.3A; A32.3F
42377	Cartwright, VicandLynne	<p>Air Quality Rocky Mountain Power claims to be transitioning away from coal burning to other form of generating electricity. Two issues with this: 1. The gondola will pull a huge amount of power and so a lot more coal will be burned until the transition is completed. Between skiers and cyclists, the gondola likely will run almost year round. 2. Both solar and wind power require the right kind of weather conditions. On overcast, still days the plants may struggle to provide enough power. It means using coal as a backup. The construction will raise a huge amount of dust during construction and also while vehicles run along the tower access roads for maintenance. Maintaining the roads will also raise additional dust. All this maintenance will be pretty on-going, based on the estimate of \$550 M for maintenance costs. Construction for parking lots and other staging areas will also put a lot of dust in the air. The traffic at the mouth of the canyon will be a mess and create poorer air quality. Once done, many wanting to use the gondola will wait in their cars, idling the engine to stay warm, until they can move to the gondola entrance. As we all know, idling creates a lot of pollution but people don't want to freeze during the winter or bake during the summer. During high winds, the gondolas won't be safe to use, so we're back to running busses up and down the canyon to transport everyone back to the valley. What kind of back-up of busses does UDOT have to do that? People are really going to be mad having to wait hours at the ski resorts. Environmental impact Building the towers on those steep hillsides will create havoc with the environment. Roads will need to be slashed through forested area with a lot of shoring up from the downside to keep them stable. As mentioned in the air quality section, this will be an on-going effort because the moisture in the canyons really tears away at any cuts to the forest floor. Little Cottonwood Canyon is such a beautiful canyon and seeing the hillside marred by ugly large gondola towers will degrade the look immeasurably. One of the best things about it right now is how pristine it looks, even with the road. Once construction begins, it will forever scar the mountainside. Is this the legacy we want to leave?</p>	A32.3H; A32.10G
49695	Caruso, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Caruso</p>	A32.3A; A32.3F
52711	Carvalho, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Carvalho</p>	
42680	Carvalho, Shellby	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shellby Carvalho</p>	A32.3A; A32.3F
42173	Carver, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Carver</p>	A32.3A; A32.3F
52576	Carver, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Carver</p>	A32.3A; A32.3F
54555	Casaday, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Katie Casaday	
45867	casados, kennedy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, kennedy casados	A32.3A; A32.3F
51478	Casady, Anna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anna Casady	A32.3A; A32.3F
50116	Casaril, Emma	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Casaril	A32.3A; A32.3F
45289	Case, Aidan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aidan Case	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42983	Case, Allison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Allison Case	A32.3A; A32.3F
42875	Case, Courtney	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Courtney Case	A32.3A; A32.3F
56042	Case, Erin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erin Case	A32.3A; A32.3F
42197	Case, Julia	I am firmly opposed to the gondola B solution, in particular with how it impacts the three inventoried roadless areas. I don't believe enough consideration has been given to how the construction of the gondola will require additional infrastructure. It is impossible to build the gondola without also building more roadways for excavation and maintenance work. As such, the gondola - in its construction, its cables, and its cars - will inevitably have a large impact on the inventoried roadless areas. These designated wilderness areas need to be protected, and statutes are in place for this exact purpose. Including a gondola in the EIS, even in a phased approach, is antithetical to our values and our economics as it threatens vital wilderness areas. This construction adjacent to inventoried roadless areas also threatens our watershed, which - in a state plagued by drought - is foolish, unnecessary, and downright dangerous.	A32.3H; A32.3A
50702	Case, Melissa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Melissa Case	A32.3A; A32.3F
44468	Casey, Emma	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Casey</p>	
53050	Casey, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Casey</p>	A32.3A; A32.3F
47235	Casey, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Casey</p>	A32.3A; A32.3F
43475	cash, Jade	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jade cash</p>	A32.3A; A32.3F
54046	Cash, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Cash</p>	
41872	Casillas, Favio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Favio Casillas</p>	A32.3A; A32.3F
56201	caskey, Kelen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelen caskey</p>	A32.3A; A32.3F
51233	Casol, Julia	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julia Casol</p>	A32.3A; A32.3F
40908	Casper, Brady	<p>I would first like to thank you for your work on this important issue. I will keep this comment brief as I'm sure there will be many to review. After reviewing the EIS I am concerned about the following with the proposed gondola B option:</p> <ul style="list-style-type: none"> - Climbing area impac - visual impact (loss of visual wilderness feel) - cost of Implementation to only address the issue in one canyon. -lack of trailhead access from gondola for hikers, climbers, and backcountry skiers. -traffic build up at the base of the canyon and extending further into the into the valley. <p>The gondola is a creative solution to a poorly defined problem. As someone who grew up recreating in the Wasatch I hope the project scope is reconsidered and more value is placed on preserving the canyons natural beauty for future generations.</p> <p>Thank you again for your time and effort.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55556	Casper, Phil	<p>How is individual vehicle tolling not one of the alternatives? \$40 for 1 occupant \$20 for 2 occupants \$9 for 3 occupants Free for 4 or more occupants. Problem fixed immediately. This is low hanging fruit. No huge investment. Easy. Come on guys! Phil On Mon, Apr 17, 2023, 8:04 AM Little Cottonwood EIS Project Team <littlecottonwoodeis@utah.gov> wrote:</p> <p>Can't read or see images? View this email in a browser</p> <p>Public Comment Period For Supplemental Information Reports</p> <p>Closes April 18 at 11:59pm MST Comments on the reports will be published and addressed in the Record of Decision Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>As many of you are aware, the Utah Department of Transportation (UDOT) released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon in August of 2022 and held a public comment period, with the project team receiving over 13,000 comments.</p> <p>As a result of the comments received, the project team determined additional analysis was warranted regarding the impacts of the Final EIS alternatives to Inventoried Roadless Areas under the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) and, in general, the RACR prohibits road construction, road reconstruction, and timber harvesting (cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>Also following publication of the Final EIS, the Federal Highway Administration (FHWA) requested that UDOT complete additional air quality analysis. In particular, FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet.</p> <p>As a result of public and agency input, UDOT has issued two supplemental information reports to evaluate applicability of the RACR and the potential impacts to IRAs and for additional air quality analysis.</p> <p>The public review and comment period for the supplemental information reports is open until April 18, 2023 at 11:59pm MST and the project team is accepting comments on the analysis contained in these reports. Formal comments can be mailed or submitted through the project website, email, voicemail, and text messages. This information is listed on the Contact section of the website.</p> <p>Please note that as the public had the opportunity to comment on the entire Final EIS, comments received in this comment period that are unrelated to the supplemental information reports will not be addressed in the Record of Decision (ROD). View Reports</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Submit Comment</p> <p>Agency Coordination Some of the elements in the alternatives evaluated in the Final EIS are located on National Forest System lands managed by the Uinta-Wasatch-Cache National Forest under the 2003 Revised Wasatch-Cache Forest Plan. A Forest Service decision may be required pending the FHWA's determination of what, if any, National Forest System lands needed for the selected alternative may be appropriated under their authorities (23 USC 317). Appropriation of National Forest System lands by the FHWA would be a non-exclusive easement for highway use, with the Forest Service retaining jurisdiction over all other uses.</p> <p>The Forest Service decision would be to authorize UDOT's use of National Forest System lands for the selected alternative, as analyzed in the Final EIS, and may also include a Forest Plan amendment if the proposed use is inconsistent with the Forest Plan. A Forest Service ROD, if necessary, would be based on the Final EIS and supplemental information reports, and would be issued after UDOT's ROD is published. The Forest Service ROD would be subject to the Forest Service project-level objection process (36 CFR 218).</p> <p>Final EIS Information Due to the amount of public interest in the Little Cottonwood EIS, many sources are sharing project information and data with varying degrees of accuracy. Please see the tables below for the most current and accurate information directly summarized from the Final EIS regarding the alternatives being considered. View All Final EIS Materials</p> <p>EIS Process & Schedule It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum. The NEPA public comment process is not a vote, but rather an opportunity for UDOT to field concerns, suggestions or criticism for a project's purpose and need, alternatives, and to evaluate whether additional engineering or environmental analysis is needed, as well as the mitigation measures proposed to minimize environmental impacts.</p> <p>The public comment periods and input received throughout the EIS process provide opportunities for UDOT to improve the study documentation and make sure it's thorough, accurate, and complete. UDOT's final decision will consider how the alternative best meets the project purpose as well as an alternative's environmental impacts. View Final EIS Comments</p> <p>Informational Videos Watch Part 1 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred alternative and proposed phased implementation.</p> <p>Watch Part 2 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred sub-alternatives.</p> <p>View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.</p> <p>Connect with us.</p> <p>Website Email Facebook Twitter Instagram The environmental review, consultation, and other actions required by</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.</p> <p>This email was sent by littlecottonwoodeis@utah.gov to philbcasper@gmail.com Not interested? Unsubscribe Manage Preference Update profile HDR Kansas,United States,</p>	
39632	Casper, Phil	Those of us who use the canyon do not want the gondola. It is only still on the table due to the significant money involved. Just implement a fee structure. \$40 to drive up the canyon alone, \$20 to drive up with one person. \$9 with 3 people, and Free with 4 or more people. Problem solved over night! Prove me wrong.	A32.29VV
43326	Casselman, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Casselman</p>	A32.3A; A32.3F
48148	casselman, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah casselman	A32.3A; A32.3F
39830	Cassiano, Jared	<p>UDOT comments that any vegetation and timber removal will be incidental and the Gondola construction does not violate the roadless area. What about maintenance? Are maintenance team members hiking or choppering into the towers?</p> <p>I think the gondola will be disruptive enough to the natural surroundings to warrant coverage via the IRA.</p>	A32.29VV
41143	Cassidy, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Cassidy</p>	A32.3A; A32.3F
53935	Cassidy, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Cassidy</p>	
51926	cassingham, Kile	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kile cassingham</p>	A32.3A; A32.3F
55824	Cassman, Kevin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kevin Cassman</p>	A32.3A; A32.3F
42646	Castain, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Castain</p>	A32.3A; A32.3F
48165	Castano, Ayla	<p>To whom it may concern,</p> <p>As an employee at Snowbird resort for the better half of a decade –7 years– I understand the call to improve transportation solutions for SR210. However, the proposed gondola would provide limited relief for both those trying to enjoy & staff our resorts.</p> <p>It is crucial that further research is done to examine the maximum capacity at which the resorts and mountain can operate safely. Overloading the resort's hotels, restaurants & bars, along with the physical mountain with patrons without proper analyzation of what our resort can handle is reckless and</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>unreasonable. Furthermore, the gondolas inability to operate during avalanche mitigation is a huge downfall. As anyone that has commuted up the canyon for years will tell you– avalanche mitigation and road closures go hand in hand – these are the moments when traveling up SR210 becomes particularly challenging and hazardous. These are also the moments that create massive congestion at the mouth of our canyon and beyond to the neighborhoods of Sandy. This year in particular has been unprecedented in terms of closures.</p> <p>Even if the Gondola is able to operate before a road would open for instance, prioritization of employees transporting up canyon before guests should be routine, however there are no protocols in place for this and it could potentially create conflict with the general public commuting - resulting in waiting in more long lines to hop on the gondola... another issue here is payment – if this gondola is paid for by tax payer money, yet there are intentions to have a sliding scale payment of \$20-200 to ride, serious ethical considerations surrounding access are prevalent. You cannot tout that this proposition improves transportation for all while offering unreasonable prices intended for profit primarily from tourism.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at both resorts.</p> <p>Regards, Ayla Castano</p>	
54206	Castelan, Jasmine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jasmine Castelan</p>	A32.3A; A32.3F
41108	Castellano, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Castellano</p>	A32.3A; A32.3F
48379	Castellano, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Castellano</p>	
41232	Castellano, Nicolette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolette Castellano</p>	A32.3A; A32.3F
54061	Castellanos, Ashley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ashley Castellanos</p>	A32.3A; A32.3F
40960	Casten, Kimbie	<p>I oppose the gondola for every reason listed by Wasatch backcountry alliance. You can do better.</p>	A32.29VV
54945	Casten, Kimbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimbie Casten</p>	A32.3A; A32.3F
41209	Castillo, Ayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ayden Castillo</p>	
54398	Castillo, Mira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mira Castillo</p>	A32.3A; A32.3F
49068	Castillo, Rossell	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rossell Castillo</p>	A32.3A; A32.3F
51676	castillo, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah castillo</p>	A32.3A; A32.3F
41229	Castle, Brooks	I am against the gondola.	A32.29VV
41154	Castle, Leslie	<p>I'm against the gondola. First, I don't trust the folks behind it to protect anyone's interests except their own. This plan was hatched to protect the interests of the resorts, not the interests of the eco system or of the general public.</p> <p>It is also a permanent intervention. It can't be reversed! It's like doing plastic surgery on someone's nose and then trying to change your mind if you don't like it. Think, "Michael Jackson."</p> <p>It's reckless, especially considering my third reason to object; not much else has been tried in an affront to address the traffic problem. (In fact, I feel the efforts to try other things have been stonewalled, thwarted and undermined by the wealthy influencers behind the gondola.) There are many policy changes (tolls, busses, better parking at the base of the canyon, carpool incentives, even limiting access at the base of the canyon like is done with national parks) that could be implemented and can be altered if they aren't effective. Much smaller impact on the environment!!!!!!</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Please, please don't let this happen. Don't let wealthy special interests be more powerful than environmental impacts and the greater good for the community.	
50122	Castrellon, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Castrellon</p>	A32.3A; A32.3F
42357	Castro, DeAnna	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.	A32.3A; A32.3F
40811	Casucci, Tallie	The "Roadless Rule" must be considered and the proposed gondola is a direct violation of the Little Cottonwood Canyon IRAs. As a Utah resident and tax payer, I do not support a proposal that reduces acres of land that are classified as "Roadless," let alone support taxation for a project that fails to improve canyon access. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road, is a willful misinterpretation of the spirit of the rule. The "Roadless Rule" must be considered is analyzing transportation options. In light of the "Roadless Rule," I encourage UDOT to implement less destruction methods, such as tolling and frequent bus schedules. I support equitable solutions that considers ALL canyon users' year-round access and the existing IRAs and wilderness.	A32.3A; A32.3F; A32.3G
43250	Caswell, Erin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erin Caswell</p>	A32.3A; A32.3F
42786	Catalano, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Catalano</p>	A32.3A; A32.3F
43510	Cate, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Cate</p>	
52439	cathcart, Ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ainsley cathcart</p>	A32.3A; A32.3F
42896	Cathcart, Alina	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alina Cathcart</p>	A32.3A; A32.3F
44922	Cather, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Cather</p>	A32.3A; A32.3F
49492	Cathey, Blaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Blaine Cathey</p>	
49809	catley, Duncan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Duncan catley</p>	A32.3A; A32.3F
43363	catmull, Jackson	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jackson catmull</p>	A32.3A; A32.3F
47663	Catmull, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Catmull</p>	A32.3A; A32.3F
42519	Catterson, Jenessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenessa Catterson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54487	Catto, Karly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karly Catto</p>	A32.3A; A32.3F
53081	Causland, Jessica	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Causland</p>	A32.3A; A32.3F
48136	cavalcanti, isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, isabella cavalcanti</p>	A32.3A; A32.3F
39815	Cavalieri, Christopher	<p>If a gondola were added to the canyons I would no longer travel here to ski on vacation. Please find a better solution. No Gondola.</p>	A32.29VV
39277	Cavalieri, Courtney	<p>Plenty of other ski resorts along canyon roads with limited access have very successful busing systems without having to spend millions of taxpayer dollars to implement a wasteful gondola system. Invest those dollars in enhanced busing and implement a toll system for passenger cars. Other canyons in the Salt Lake Valley have tolls already; this is nothing novel. Have a pass for LCC/BCC residents with proof of address and for verified workers in the canyons. Then prorate the toll based on car occupants. Enhance the bus system so their are buses available every 15 minutes. There is no need for a huge and expensive construction project that will only hurt the locals more.</p>	A32.29VV
41767	Cavallo, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Megan Cavallo	
52009	Cavanaugh, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Cavanaugh</p>	A32.3A; A32.3F
42070	Cavanaugh, McKay	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, McKay Cavanaugh</p>	A32.3A; A32.3F
42392	Cavazos, Dennis	<p>Gondola B (From La Caille) alternative is what I support. It has greater environmental benefits. The electric gondola will have decibel levels less than noise levels in the canyon today. Improve air quality, lower impacts to watershed & wildlife crossing and remove few climbing boulders (2). The fare is less than the toll. It is the future for generations to come. The gondola towers will displace less acres than expanding to a four-lane highway for buses. Approximately 2 acres vs. 50 acres. Wildlife is impacted significantly less with the gondola option. It is also a safe and reliable transportation option. And increases access for those with mobility challenges or disabilities. Lastly it will benefit are economy and overtime the ROI.</p>	A32.29VV
42382	Cavazos, Mark	<p>I am in support of Gondola B (From La Caille). The fare will be significantly less than toll and less impact on the environment (Improves air quality, low impacts to watershed & wildlife crossing, 2 climbing boulders removed). It is a long term solution with a greater ROI. A gondola doesn't require expansion of Wasatch Boulevard to four lanes.</p>	A32.29VV
46927	Cawley, Park	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Park Cawley</p>	A32.3A; A32.3F
45559	Cayabyab, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Cayabyab</p>	
54899	Cazaubon, Mariem	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariem Cazaubon</p>	A32.3A; A32.3F
39979	CccccccccccchriChristensen, Josh	<p>Analogy: • Ski resorts in Little Cottonwood Canyon = Stadium with limited seating • Prime times at ski resorts (weekends, powder days) = High-demand events at a stadium (games, concerts) • Capacity constraints: Limited space on slopes, lines, and chairlifts = Limited seating in a stadium Proposed solutions: Ignore capacity constraints: Ski resorts: Allow more skiers on the mountain, expand parking, and provide alternative transportation options (e.g., buses, gondolas) Stadium: Allow more people into the stadium than there are seats (e.g., sitting on stairs, standing in parking lots) Adjust pricing: Ski resorts: Increase season pass prices or introduce dynamic pricing during peak times to manage demand Stadium: Increase ticket prices to find an equilibrium where the stadium consistently sells out without excess demand Expand capacity: Ski resorts: Expand skiable terrain to accommodate more visitors without overcrowding Stadium: Invest in a stadium expansion to add more seating Build additional facilities: Ski resorts: Open new resorts in the region to spread out demand Stadium: Construct additional stadiums for different event types to distribute attendees across multiple venues In conclusion, the analogy between ski resorts and a stadium with limited seating illustrates the capacity constraints faced during peak times. The proposed solutions offer various ways to address the capacity issues, allowing readers to understand the potential options and their impact on the skiing experience. Solutions That Won't Work: Gondolas: Ski resorts: A gondola with limited capacity (e.g., around 1,000 people per hour) cannot handle the influx of visitors during peak times, leading to overcrowding and a compromised skiing experience Stadium analogy: Adding a slow-moving escalator or elevator to transport a small number of attendees at a time will not resolve the issue of a limited number of seats in the stadium Increased bus services: Ski resorts: More frequent buses may transport more visitors to the resorts during peak times, but this does not address the capacity constraints on the slopes, lines, and chairlifts, resulting in overcrowding Stadium analogy: Providing more shuttle buses to the stadium during high-demand events may bring more people to the venue, but it does not address the limited seating capacity inside the stadium Widening the road or building a train: Ski resorts: While these transportation options may improve access to the resorts and reduce congestion, they do not address the capacity constraints on the mountain, leading to overcrowding and a compromised skiing experience Stadium analogy: Expanding roads leading to the stadium or constructing a train line may help fans reach the venue more easily, but it does not resolve the issue of limited seating capacity within the stadium These solutions fail to address the core issue of capacity constraints at ski resorts and in the stadium analogy. By focusing on transportation options instead of managing the number of visitors during peak times, these solutions may exacerbate overcrowding and diminish the overall experience for skiers and event attendees.</p>	A32.29VV
51988	Cebotari, Evelina	<p>To whom it may concern,</p> <p>I am a frequent visitor to the state of Utah for your fantastic skiing and hiking. I have family that live in Bountiful and pay their state taxes. They and</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Evelina Cebotari</p>	
53745	Cecena, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Cecena</p>	A32.3A; A32.3F
45794	Cedano, Nicole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nicole Cedano</p>	A32.3A; A32.3F
41878	Celella, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Celella</p>	A32.3A; A32.3F
49030	Celentano, rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rachel Celentano</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56331	celommi, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin celommi</p>	A32.3A; A32.3F
43593	Celski, John	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Celski</p>	A32.3A; A32.3F
45116	Cepeda, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Cepeda</p>	A32.3A; A32.3F
47955	Cerny, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Cerny</p>	A32.3A; A32.3F
48288	Cernyar, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Cernyar</p>	
53773	Cerva, Hailee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hailee Cerva</p>	A32.3A; A32.3F
48293	cervantes, maritsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maritsa cervantes</p>	A32.3A; A32.3F
55306	Cervantez, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Cervantez</p>	A32.3A; A32.3F
44317	Cesca, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Cesca</p>	
52702	Cha, Cassey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cassey Cha</p>	A32.3A; A32.3F
43215	Chadbourne, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Chadbourne</p>	A32.3A; A32.3F
43431	Chadburn, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Chadburn</p>	A32.3A; A32.3F
42889	Chadderdon, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kenzie Chadderdon</p>	
51697	Chady, Jason	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jason Chady</p>	A32.3A; A32.3F
54085	Chaffin, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Chaffin</p>	A32.3A; A32.3F
46454	Chafin, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Chafin</p>	A32.3A; A32.3F
49372	Chagnon, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Chagnon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46787	chalk, Kaybri	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaybri chalk</p>	A32.3A; A32.3F
50957	Challis, Bronwyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bronwyn Challis</p>	A32.3A; A32.3F
43384	Chaloupka, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Chaloupka</p>	A32.3A; A32.3F
45020	Chamberlain, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Chamberlain</p>	A32.3A; A32.3F
46023	Chamberlain, Michaela	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michaela Chamberlain	
40926	Chamberlain, Michaela	I do not believe the gondola to be the correct solution for LCC. I am concerned about the environmental impact to existing natural and recreational areas, the watershed, and impact on traffic and congestion over the course of construction. I am not convinced the gondola will solve the problems it has been contrived for. I do not think the solution is equitable for all residents. I believe we should re-examine solutions and approach the issues in a more iterative manner.	A32.29VV
50729	Chamberlain, Poppy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Poppy Chamberlain</p>	A32.3A; A32.3F
51925	Chamberlain, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Chamberlain</p>	A32.3A; A32.3F
50299	Chamberlain, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Chamberlain</p>	A32.3A; A32.3F
42571	Chamberland, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Chamberland</p>	
55034	Chamberlin, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Chamberlin</p>	A32.3A; A32.3F
43439	Chambers, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Chambers</p>	A32.3A; A32.3F
45459	Chambers, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Chambers</p>	A32.3A; A32.3F
54729	Chambers, Brooke	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brooke Chambers</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39718	Chambers, David	I am against building a gondola in Little Cottonwood Canyon. We not limit the number of people who can go up the canyon? Odd license plates can go up early. Even license plates go up after 10:00 AM. Switch off every other day. Lottery systems work well for river running.	A32.29VV
44523	Chambers, Elaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elaine Chambers</p>	A32.3A; A32.3F
55742	Chambers, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Chambers</p>	A32.3A; A32.3F
46067	Chambers, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Chambers</p>	A32.3A; A32.3F
41119	chambers, priya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, priya chambers</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49831	Chambers, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Chambers</p>	A32.3A; A32.3F
49115	Chambers, Tiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiana Chambers</p>	A32.3A; A32.3F
50548	Chan, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Chan</p>	A32.3A; A32.3F
43026	Chance, Devin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Devin Chance</p>	A32.3A; A32.3F
41625	CHANCELLOR, DENISE	<p>April 17, 2023</p> <p>In its final Environmental Impact Statement (EIS) UDOT did not examine how the Roadless Rule impacts the following inventoried areas: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Inventoried roadless areas are large undeveloped National Forest lands or those bordering designated Wilderness.</p>	A32.3A; A.32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>UDOT claims that the proposed gondola and associated towers are not a "road"; that associated timber cutting and clearing are incidental effects; and that the snowsheds promote safety. As such, UDOT claims the project is "exempt" from the Roadless Rule.</p> <p>UDOT is mistaken. The EIS is an analysis of the transportation system for SR210. In this case the gondola is UDOT's preferred transportation alternative. The areas in question contain valuable watersheds and prime habitat for elk deer, bears, eagles and other unique animal and plant species.</p> <p>Any exemption from the Roadless Rule would have negative impacts such as degradation of water quality, increased erosion and slope instability, habitat fragmentation for wildlife, loss of recreational opportunities and diminution of aesthetic values.</p> <p>For these and other reasons, the Forest Service should reject UDOT's proposal to construct towers and associated work for the gondola system.</p>	
39751	Chandler, Andrew	<p>Inventoried roadless areas must be protected and take precedence over building gondola towers. The fact that you need to send out this supplemental, at this stage in the process, much reduces the trust I have in UDOT's ability to conduct this process in a fair and unbiased way. The encroachment upon roadless areas was a material fact not disclosed when the NEPA process was started.</p>	A32.3A
55311	chandler, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley chandler</p>	A32.3A; A32.3F
54138	Chandler, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Chandler</p>	A32.3A; A32.3F
44460	Chandler, Jennifer	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Chandler</p>	A32.3A; A32.3F
40036	Chandler, Scott	<p>I am 100% for the gondola as I think it will be great for tourism for Salt Lake City</p>	A32.29VV
46622	chandler, Secora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Secora chandler</p>	
48750	Chang, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Chang</p>	A32.3A; A32.3F
47770	Chang, Wen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wen Chang</p>	A32.3A; A32.3F
40648	chao, Alex	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex chao</p>	A32.3A; A32.3F
43930	Chao, Darin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darin Chao</p>	
48037	Chaparro, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Chaparro</p>	A32.3A; A32.3F
55554	Chapin, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Chapin</p>	A32.3A; A32.3F
48060	Chaplin, Katie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Chaplin</p>	A32.3A; A32.3F
49482	Chapman, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Chapman</p>	
50386	Chapman, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Chapman</p>	A32.3A; A32.3F
43033	Chapman, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Chapman</p>	A32.3A; A32.3F
47885	Chapman, Clare	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Clare Chapman</p>	A32.3A; A32.3F
54540	Chapman, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Chapman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41643	Chapman, George	Gondola maintenance or issues will require shutting down vehicle traffic in the canyon! That will significantly increase idling vehicles and pollution. The best action, with the least environmental damage is to build snowsheds first (money available from Federal Infrastructure Bill) and then see what the proper course of action is recommended. Snowsheds will decrease idling of vehicles and decrease pollution. In addition, gondola operations will require new power and foothill power poles (note Tooele fight) to supply power. That impact on foothill and mountain views is an environmental negative impact.	A32.29VV
54666	Chapman, Lori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lori Chapman</p>	A32.3A; A32.3F
51308	Chapman, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also encourage the mandating of the resorts/ski areas to operate their own shuttles from the park and rides to their operations. This would alleviate costs and pressure to UTA and make turnaround time from the parking areas to the resorts/ski areas faster and more efficient.</p> <p>Regards, Sam Chapman</p>	A32.3A; A32.3F
50897	Chappell, Afton	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Afton Chappell	A32.3A; A32.3F
50984	Chappell, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eliza Chappell	
45649	Chappell, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Chappell	A32.3A; A32.3F
41652	Chappell, Jessica	1. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and pose a risk to Little Cottonwood Canyon's clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. 2. UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. 3. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. 4. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas? 5. As a person living in Utah my entire life, and as one who lives in a neighborhood impacted by canyon traffic, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.	A32.3A; A32.3F; A32.10G
43969	Chappell, Kelsey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelsey Chappell	A32.3A; A32.3F
39561	Charat, Ann	The gondola will only bring more people into an already overcrowded WINTER canyon. It will be paid for the taxpayers and will benefit ONLY skiers who ski at Alta and Snowbird. It will be expensive and time consuming to ride. Certainly NOT AFFORDABLE to the average skier. When the rich skiers arrive from out of state and find out how user unfriendly the gondola is they will seek other more affordable and accessible areas in other states to spend their money. The gondola WILL INCREASE GRIDLOCK in getting to Little Cottonwood canyon! Skiers will flock to Big Cottonwood instead. What? Build another gondola for skiers at taxpayer expense? PLEASE, think of everyone who will use the canyon. There are MANY more reasonable solutions!	A32.29VV
51394	Charboneau, Sara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Charboneau</p>	
52972	Charles, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Charles</p>	A32.3A; A32.3F
50738	Charles, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Charles</p>	A32.3A; A32.3F
42219	Charles, Nick	Please consider enhanced bus service ahead of gondola	A32.29VV
50752	Charlesworth, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Charlesworth</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47040	Charlifue, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Charlifue</p>	A32.3A; A32.3F
48065	Charlifue, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Charlifue</p>	A32.3A; A32.3F
47791	Charlifue, Monique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monique Charlifue</p>	A32.3A; A32.3F
50858	Charlton, Sierra	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sierra Charlton</p>	A32.3A; A32.3F
50826	Chase, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Chase</p>	
41519	Chase, Andy	Please don't do this. Don't take away the natural beauty of our canyons. This will have a negative impact on one of the most beautiful canyons FOREVER.	A32.29VV
45358	Chase, Dexter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dexter Chase</p>	A32.3A; A32.3F
43980	Chase, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Chase</p>	A32.3A; A32.3F
42663	Chase, Sydnee	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydnee Chase</p>	A32.3A; A32.3F
41012	Chasse, Cameron	I'm hearing some of the recent avalanches in LCC would have struck gondola towers and possibly done damage. Will the towers be able to withstand incredibly destructive avalanches?	A32.29VV
50123	Chatelain, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Chatelain</p>	
39375	Chatelain, Jeff	<p>The Gondola situation will not improve traffic. It will only allow the resorts to take in more paying customers at the expense of the taxpayers... The canyon traffic will be the exact same and will not take care of emissions, traffic, and safety... Transit should include electric buses, dedicated lanes, toll booths And not allow the ski resorts to benefit at the cost of the taxpayers... Merely to have out of state people continue to come to our state and wait in line at the gondola, or on the road .</p>	A32.29VV
50939	Chatterley, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Chatterley</p>	A32.3A; A32.3F
47565	Chatterton, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Chatterton</p>	A32.3A; A32.3F
52712	chatwin, Kelly	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly chatwin</p>	A32.3A; A32.3F
50845	Chaus, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Chaus</p>	
54499	chaus, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew chaus</p>	A32.3A; A32.3F
47795	Chaves, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Chaves</p>	A32.3A; A32.3F
40512	Chavez, Adriana	<p>I am completely opposed to the gondola as an option to reduce congestion in the canyons. Building a gondola is not only financially irresponsible but environmentally as well. There are other less costly and damaging options that should be considered and implemented first</p>	A32.29VV
46044	Chavez, Ana	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ana Chavez</p>	A32.3A; A32.3F
42779	Chavez, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Chavez</p>	
53626	Chavez, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Chavez</p>	A32.3A; A32.3F
52793	Chavez, Elissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elissa Chavez</p>	A32.3A; A32.3F
47828	Chavez, Sebastian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sebastian Chavez</p>	A32.3A; A32.3F
44566	Chavez, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy Chavez</p>	
47503	Chavira, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Chavira</p>	A32.3A; A32.3F
55515	Cheatwood, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Cheatwood</p>	A32.3A; A32.3F
53750	Checketts, Courtnie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Courtnie Checketts</p>	A32.3A; A32.3F
49882	Checketts, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emily Checketts	
53815	checketts, Suzanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanne checketts</p>	A32.3A; A32.3F
41836	Cheek, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Cheek</p>	A32.3A; A32.3F
40870	chen, brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brandon chen</p>	A32.3A; A32.3F
51825	Chen, Edmund	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Edmund Chen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49176	Chen, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Chen</p>	A32.3A; A32.3F
53304	Chen, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Chen</p>	A32.3A; A32.3F
43343	Cheney, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Cheney</p>	A32.3A; A32.3F
53813	Cheney, Jamie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jamie Cheney</p>	A32.3A; A32.3F
54051	cheney, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly cheney</p>	
44736	Chenler, Gina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gina Chenler</p>	A32.3A; A32.3F
47204	Chernega, Michele	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michele Chernega</p>	A32.3A; A32.3F
44793	Cherner, Michael	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michael Cherner</p>	A32.3A; A32.3F
50148	Cherniske, Kenedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenedy Cherniske</p>	
43558	Cheshier, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Cheshier</p>	A32.3A; A32.3F
50938	Chesley, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Chesley</p>	A32.3A; A32.3F
49078	Chesley, Josie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Josie Chesley</p>	A32.3A; A32.3F
44537	Chesley, Maddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Maddy Chesley</p>	
42015	Chesnut, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Chesnut</p>	A32.3A; A32.3F
48101	Chester, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Chester</p>	A32.3A; A32.3F
40952	Cheston, Heidi	<p>I do not support this use of tax dollars. The price tag does not equal the gains.</p>	A32.29VV
41055	Cheuvront, Brook	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brook Cheuvront</p>	A32.3A; A32.3F
47900	Cheuvront, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Robert Chevront	
55520	Chia, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Chia</p>	A32.3A; A32.3F
54488	Chiacchia, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Chiacchia</p>	A32.3A; A32.3F
46245	Chiang, Tayla	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tayla Chiang</p>	A32.3A; A32.3F
42150	Chick, Izabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. I have chosen to attend the University of Utah this upcoming fall in large part because of the incredible outdoor recreation opportunities Salt Lake City affords, and it breaks my heart that as I'm just beginning to explore the Wasatch range, those natural areas may be disturbed and forever changed by the gondola. So many students come to Utah for its natural offerings, and Little Cottonwood Canyon plays a big role in that. Instead of erecting a gondola which would not solve traffic congestion and create more problems in it's wake, let's teach those students how to be more environmentally friendly in their transportation by enforcing tolls if not carpooling, enhancing and promoting bus/community transportation, and show them that changes can be made through environmentally friendly and public-approved solutions instead. The gondola would be a huge disappointment to me and so many other people.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izabelle Chick</p>	
42026	Chidester, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Chidester</p>	A32.3A; A32.3F
44941	Chidester, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Chidester</p>	A32.3A; A32.3F
51044	Child, Andrew	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andrew Child</p>	A32.3A; A32.3F
43228	Child, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lily Child	
47774	Child, Mitch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch Child</p>	A32.3A; A32.3F
44211	Child, Saige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saige Child</p>	A32.3A; A32.3F
55730	Childs, Taylor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor Childs</p>	A32.3A; A32.3F
46119	Childs, Trista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trista Childs</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49083	Chimal, Gabriela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriela Chimal</p>	A32.3A; A32.3F
53076	Ching, Madelin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelin Ching</p>	A32.3A; A32.3F
55421	Chingarande, Hannah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Chingarande</p>	A32.3A; A32.3F
53195	Chingas, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Chingas</p>	A32.3A; A32.3F
47844	Chipman, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Chipman</p>	
45295	Chipman, Chloe	<p>To whom it may concern,</p> <p>I grew up on Little Cottonwood Lane. This is my home!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Chipman</p>	A32.3A; A32.3F
47272	Chipman, Emily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emily Chipman</p>	A32.3A; A32.3F
50724	Chipman, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Chipman</p>	A32.3A; A32.3F
46605	Chipman, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Chipman</p>	
46344	Chisholm, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Chisholm</p>	A32.3A; A32.3F
40716	chisolm, lily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, lily chisolm</p>	A32.3A; A32.3F
42831	Chlystek, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Chlystek</p>	A32.3A; A32.3F
52842	Chojnacki, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Chojnacki</p>	
39985	Choppin, Michaela	The gondola would go against the Roadless Rule and negatively impact wilderness area in Little Cottonwood.	A32.3A; A32.3F
50303	Chrisenbery, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Chrisenbery</p>	A32.3A; A32.3F
44645	Chrisman, Cole	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cole Chrisman</p>	A32.3A; A32.3F
44915	Christensen, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Christensen</p>	A32.3A; A32.3F
49402	Christensen, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Amber Christensen</p>	
51490	Christensen, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Christensen</p>	A32.3A; A32.3F
51354	Christensen, Annika	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Annika Christensen</p>	A32.3A; A32.3F
47505	Christensen, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Christensen</p>	A32.3A; A32.3F
42837	Christensen, Cambree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cambree Christensen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51795	Christensen, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Christensen</p>	A32.3A; A32.3F
41957	Christensen, Camryn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. There's better options. Lets use our big brains and think about solutions that would actually work. Instead of playing to the wealthy. Little cottonwood has more than just skiing. and non skiers utilize Little Cottonwood. Why does ruining the canyon seem like the best option? Regards, Camryn Christensen</p>	A32.3A; A32.3F
44812	Christensen, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Christensen</p>	A32.3A; A32.3F
46279	Christensen, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Christensen</p>	A32.3A; A32.3F
44195	Christensen, Ella	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Christensen</p>	
44710	Christensen, Grace	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Grace Christensen</p>	A32.3A; A32.3F
49746	Christensen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Christensen</p>	A32.3A; A32.3F
46942	Christensen, Jacen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacen Christensen</p>	A32.3A; A32.3F
45301	Christensen, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Christensen</p>	
55280	Christensen, Jamie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jamie Christensen</p>	A32.3A; A32.3F
49703	Christensen, Joran	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joran Christensen</p>	A32.3A; A32.3F
39980	Christensen, Josh	<p>Analogy:</p> <ul style="list-style-type: none"> • Ski resorts in Little Cottonwood Canyon = A popular restaurant with limited seating • Prime times at ski resorts (weekends, powder days) = Peak dining hours (weekends, holidays) • Capacity constraints: Limited space on slopes, lines, and chairlifts = Limited seating capacity in the restaurant <p>Proposed solutions:</p> <p>Ignore capacity constraints:</p> <p>Ski resorts: Allow more skiers on the mountain, expand parking, and provide alternative transportation options (e.g., buses, gondolas)</p> <p>Restaurant: Allow more diners inside, place tables closer together or use outdoor seating, increase take-out options</p> <p>Adjust pricing:</p> <p>Ski resorts: Increase season pass prices or introduce dynamic pricing during peak times to manage demand</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Restaurant: Increase menu prices or implement dynamic pricing during peak dining hours to manage demand</p> <p>Expand capacity:</p> <p>Ski resorts: Expand skiable terrain to accommodate more visitors without overcrowding</p> <p>Restaurant: Invest in a restaurant expansion to add more seating</p> <p>Build additional facilities:</p> <p>Ski resorts: Open new resorts in the region to spread out demand</p> <p>Restaurant: Open additional restaurants in the area to distribute diners across multiple locations</p> <p>Solutions That Won't Work:</p> <p>Shuttle services or valet parking:</p> <p>Ski resorts: More frequent buses may transport more visitors to the resorts during peak times, but this does not address the capacity constraints on the slopes, lines, and chairlifts, resulting in overcrowding</p> <p>Restaurant analogy: Providing shuttle services or valet parking may make it easier for diners to reach the restaurant during peak hours, but it does not address the limited seating capacity inside the restaurant</p> <p>Expanding parking or building a pedestrian bridge:</p> <p>Ski resorts: While these options may improve access to the resorts and reduce congestion, they do not address the capacity constraints on the mountain, leading to overcrowding and a compromised skiing experience</p> <p>Restaurant analogy: Expanding the parking lot or building a pedestrian bridge may help diners reach the restaurant more easily, but it does not resolve the issue of limited seating capacity within the restaurant</p> <p>The analogy between ski resorts and a popular restaurant with limited seating illustrates the capacity constraints faced during peak times. The proposed solutions offer various ways to address the capacity issues, allowing readers to understand the potential options and their impact on the skiing experience.</p>	
39977	Christensen, Josh	<p>Title: Addressing Capacity Constraints in Little Cottonwood Canyon: A Comprehensive Solution for Peak Times Introduction: Ski resorts in Little Cottonwood Canyon, such as Alta and Snowbird, face significant capacity constraints, similar to a stadium with limited seating during prime events like games or concerts. The Utah Department of Transportation (UDOT) has proposed solutions like gondolas or alternative transportation options to increase the number of visitors. However, these proposals overlook the core issue of capacity at the resorts, especially during peak times like weekends and powder days. Capacity Constraints: The ski resorts' capacity is primarily dictated by the number of skiers and snowboarders they can safely and comfortably accommodate on their slopes, lines, and chairlifts. Over the years, factors such as population growth, decreasing season pass prices, and increased winter sports participation have contributed to the capacity problem. Despite this, no new skiable terrain has opened in Little Cottonwood Canyon since 1999, and season pass prices have not increased proportionally to manage demand. Inadequate Transportation Solutions: During prime times, transportation solutions like gondolas, which may transport only around 1,000 people per hour, do not adequately address the influx of visitors. Furthermore, increasing the number of visitors during peak times may compromise the skiing experience, as the resorts will be overcrowded. A gondola may address environmental or safety concerns, but it fails to solve the capacity problem and primarily serves to increase revenue for the resorts, potentially compromising skier safety and the overall skiing experience. Comprehensive Solutions: A comprehensive solution should consider multiple approaches to manage capacity constraints, particularly during peak times when the experience and enjoyment of skiing are most at risk. Expanding Skiable Terrain: Increasing the available skiable terrain could help distribute visitors more evenly across the resorts, reducing overcrowding on the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>slopes and in lines. Opening New Resorts: Developing new resorts in the region can alleviate pressure on existing ski areas, providing skiers with additional options and spreading out the demand. Implementing Price Increases: Increasing season pass prices or introducing dynamic pricing during peak times can help manage demand and encourage visitors to choose off-peak periods for their skiing trips. Exploring Alternate Routes: Assessing different routes to access ski areas can help distribute traffic and reduce congestion during high-demand periods. Limiting the Number of Visitors: Implementing visitor limits during peak times can ensure a better skiing experience for those who do visit the resorts while preserving safety and comfort. Conclusion: Focusing solely on transportation options in Little Cottonwood Canyon misses the broader issue of capacity constraints in Utah's skiing industry. A comprehensive solution must consider multiple approaches to manage capacity and ensure that the skiing experience remains enjoyable and safe during peak times. By addressing these capacity constraints, ski resorts in the region can continue to thrive and provide memorable experiences for visitors without sacrificing the quality of the experience or the safety of the skiers.</p>	
44348	Christensen, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Christensen</p>	A32.3A; A32.3F
50231	Christensen, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Christensen</p>	A32.3A; A32.3F
39245	Christensen, Landon	Autonomous, electric, busses is technology available today. The best solutions for canyon transportation are not far out. Diesel bussing can work in the meantime. Please no gonodola.	A32.29VV
40177	Christensen, Landon	It is NOT a stretch to assume that self-driving electric busses will be the solution to canyon travel in 10 years. The technology for this is already commercially viable—today. An investment like a gondola is not forward thinking, will be environmentally destructive and will eventually become outdated.	A32.29VV
48536	Christensen, Lily	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lily Christensen</p>	A32.3A; A32.3F
51209	Christensen, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Christensen</p>	
49388	Christensen, Madie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madie Christensen</p>	A32.3A; A32.3F
48149	Christensen, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Christensen</p>	A32.3A; A32.3F
46308	Christensen, Mary	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mary Christensen</p>	A32.3A; A32.3F
55934	Christensen, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Christensen</p>	
42530	Christensen, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Christensen</p>	A32.3A; A32.3F
47369	Christensen, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Christensen</p>	A32.3A; A32.3F
49823	Christensen, Natalie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Natalie Christensen</p>	A32.3A; A32.3F
53657	Christensen, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Natalie Christensen</p>	
54751	Christensen, Reagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reagan Christensen</p>	A32.3A; A32.3F
55588	Christensen, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Christensen</p>	A32.3A; A32.3F
40533	Christensen, Stan	<p>Building a gondola would be a violation of both the letter and spirit of the Roadless Rule. It would take away as well as damage existing recreation opportunities all to service two ski resorts. It would have negative visual as well environmental impacts including impact on watershed and wildlife. The USFS has inventoried roadless areas and the obvious negative impacts to those areas needs to be considered. If a gondola were built, impacts both during and after construction would change the physical, visual, and aesthetic landscape. The idea that helicopters will be used during construction to solve access problems is preposterous. The roadless areas of Twin Peaks, White Pine and Lone Peak will all be impacted and need to be taken into account for planning purposes. The same issue goes for Big Cottonwood Canyon which was left out of the EIS--it seems crazy to just look at Little Cottonwood in isolation. The reason a gondola this long hasn't ever been built in a narrow canyon is that it doesn't make sense a a transportation system. The towers would be visible from virtually every point in the canyon and it would become "the" essential feature of the canyon. Watershed impacts have been addressed by Salt Lake City and the Forest Service hasn't given this sufficient attention. I spoke with the Forest Service person in charge of this region and it was obvious that she was rubber stamping the project. She told me "I'm satisfied that the water issues have been mitigated." It has been surprising that UDOT has seemed to do everything in its power to discourage other options. Looking only at worst case scenarios for bussing and saying they can't try tolling until new buses are in place are examples of this. The pollution comparison (gondola vs. bussing) is short-sighted. Electric buses aren't considered and are an obvious partial solution. Tolling should be tried as soon as next year since it is the most obvious low cost potential solution. Snowbird should also be encouraged to develop more parking (see Park city) and better parking management in the interim. The process of UDOT driving a planning process is flawed in of itself. They are not experienced in either planning or gondola construction. This would be a high risk/high cost gamble in a canyon that has so many stakeholders other than two ski resorts. The process has been steamrolled by private interests and is vulnerable to NEPA lawsuit on innumerable issues. I hope that UDOT will take seriously the need to find alternatives and spend the \$150M wisely rather than continuing to be in the back pocket of private interests. Taxpayers deserve better use of their money. The ongoing maintenance costs of the gondola haven't been adequately considered, and the initial capital cost has been radically underestimated.</p>	A32.3A; A32.10G
48481	Christensen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Christensen</p>	
50923	Christensen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Christensen</p>	A32.3A; A32.3F
48103	Christensen, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Christensen</p>	A32.3A; A32.3F
46231	Christensen, Tysen	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tysen Christensen</p>	A32.3A; A32.3F
41516	Christenson, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Christenson</p>	
55269	Christenson, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Christenson</p>	A32.3A; A32.3F
53382	Christenson, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Christenson</p>	A32.3A; A32.3F
44521	Christenson, Taylor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor Christenson</p>	A32.3A; A32.3F
40964	Christian, Kathryn	<p>As a life-long Utah resident and frequent skier and hiker, I oppose the gondola for the following reasons: it will put our most precious watershed for the Salt Lake Valley in jeopardy, contribute to the air pollution issue, compromise the views and disturb wildlife, and cost taxpayers well over \$1 billion. We need a solution that will foster responsible growth and be more economically and environmentally friendly. This isn't that solution.</p>	A32.29VV
54380	Christian, Rylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylie Christian</p>	
52807	Christiansen, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Christiansen</p>	A32.3A; A32.3F
50872	Christiansen, Abraham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abraham Christiansen</p>	A32.3A; A32.3F
40162	christiansen, adison	<p>seriously do not build the [REDACTED] gondola!! your own reports say it is less sustainable and has waaaaay more impact! think of what the community wants (it's not this) and put your citizens over profit motives. we are real. money is not.</p>	A32.29VV
41026	Christiansen, Bethany	<p>No, I do not support the gondola. I do not see how it benefits the tax payers but benefits the ski resorts. Plus, disturbing the wildlife areas to put in the support pillars sounds detrimental.</p>	A32.29VV
42547	Christiansen, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Christiansen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49355	Christiansen, Jadi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jadi Christiansen</p>	A32.3A; A32.3F
52030	Christiansen, Kade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kade Christiansen</p>	A32.3A; A32.3F
40306	Christiansen, Tristan	<p>I can't believe how carried away with greed this once great state of Utah has become. We do not want the gondola and we most definitely do not want the parking lot, construction & devastation to the natural environment that goes along with it. Every acre of green space & natural environment that our valleys used to have is being eliminated due to greedy development. These mountain valleys are not meant to house millions. This is why turning the Wasatch Front into an urban waste is detrimental to the environment, in particular the obvious pollution problem due to over population between gigantic mountains. This area is supposed to be a resting place for migratory birds. That is being stopped and nobody cares about the birds or other animals God, Heavenly Father, the Creator or whatever you choose to believe in or not, created. These valleys, lakes & canyons were and are sacred to Native Americans. Do not destroy our sacred lands any further!</p>	A32.29VV
55341	Christiansen, Tristan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tristan Christiansen</p>	A32.3A; A32.3F
47393	Christley, Eleni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Eleni Christley</p>	
54118	Christoffersen, Akacia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Akacia Christoffersen</p>	A32.3A; A32.3F
51722	Christoffersen, Dominique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominique Christoffersen</p>	A32.3A; A32.3F
51330	Christofferson, Justin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Justin Christofferson</p>	A32.3A; A32.3F
52469	Christopher, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Christopher</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53985	Christopherson, Gwen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwen Christopherson</p>	A32.3A; A32.3F
52803	christopherson, sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sarah christopherson</p>	A32.3A; A32.3F
41106	Christy, Julie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Julie Christy</p>	A32.3A; A32.3F
46693	Chun, Lacey	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Chun</p>	A32.3A; A32.3F
52165	Chung, Jacob	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Chung</p>	
39401	Church, Andy	<p>A gondola is NOT the answer. Improve the road some and close it for the winter except to emergency vehicles, delivery truck and residents of Alta. And run buses for all other users. That way bus frequency and stops can be easily adjusted , all of which a gondola can not do. Then open the canyon road again in the summer and decrease bus service. The gondola will destroy the natural beauty of the canyon and does not offer the flexibility that users require.</p>	A32.29VV
40480	Church, Linda	<p>Please earnestly pursue alternative transportation methods for Little Cottonwood Canyon congestion. Congestion that involves at most 10-15 days of the ski season. To spend \$500 MILLION up to one BILLION dollars (referencing cost overruns for the new State Prison) of taxpayer money and ruining an iconic canyon with 22 towers (or more) is not only wasteful mand an eyesore but benefits a very, very small portion of Utahns, only 2% who are skiers. The gondola would set a precedent for other canyons where less costly options and more forward thinking are needed. Tolls on low occupancy vehicles, electric buses; alternatives exist that are more friendly to the overall value of the canyon and don't put skiers' enjoyment above the desires of other Utahns. Please consider non-drivers and non-skiers even though they aren't your primary concern. Please do what benefits all of us and the canyons most.</p> <p>I take this opportunity to mention that I have little faith in having the desires of the majority of Utahns considered when it comes to the legislators and other bureaucrats who stand in our stead. Recall all 3 ballot initiatives of 2018. Every once in awhile it would be heartwarming for THE WILL OF THE PEOPLE to be honored here in Utah</p>	A32.29VV
50272	Church, Marshelda	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Marshelda Church</p>	A32.3A; A32.3F
47685	Church, Presley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Presley Church</p>	A32.3A; A32.3F
40212	Church, Tony	<p>I would like to voice my opinion against the gondola solution for little Cottonwood Canyon. I believe it will be a permanent scar on the canyon, and all users including backcountry users would be better served by buses</p>	A32.29VV
55745	Church, Tony	<p>To whom it may concern,</p> <p>I am a Salt Lake City resident and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tony Church</p>	
55954	Churchill, Cam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cam Churchill</p>	A32.3A; A32.3F
42757	Churchill, Sydney	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydney Churchill</p>	A32.3A; A32.3F
43099	Churchill, Trevor	<p>To whom it may concern,</p> <p>I very, very strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Churchill</p>	A32.3A; A32.3F
45702	Chuy, Shaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaela Chuy</p>	
46898	Chytraus, Alisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisa Chytraus</p>	A32.3A; A32.3F
52460	Chytraus, Connor	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Connor Chytraus</p>	A32.3A; A32.3F
46618	Ciamaiachelo, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Ciamaiachelo</p>	A32.3A; A32.3F
39244	Cianelli, Michael	Gondola is the way of the future. The haters should go to Europe and seen how awesome they can be. Let's link up all the resorts.	A32.29VV
45097	Ciavarro, Danny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Ciavarro</p>	
50816	Cieszko, Pete	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>You guys are greedy pigs.</p> <p>Regards, Pete Cieszko</p>	A32.3A; A32.3F
48050	Cifarelli, Stephanie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Stephanie Cifarelli</p>	A32.3A; A32.3F
50527	Cilia, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Cilia</p>	A32.3A; A32.3F
45692	Cingolani, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Cingolani</p>	
47379	Cintron, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Cintron</p>	A32.3A; A32.3F
42008	Cipiti, Sadie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sadie Cipiti</p>	A32.3A; A32.3F
54479	cirenza, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison cirenza</p>	A32.3A; A32.3F
54191	Civita, Maximilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Maximilian Civita</p>	
47383	Clafin, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Clafin</p>	A32.3A; A32.3F
53600	Clafin, Michael	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michael Clafin</p>	A32.3A; A32.3F
39397	Clancy, Colin	<p>In my opinion, a gondola is not the right solution solve LCC's traffic problems. Installing this eyesore in one of the country's most beautiful canyons strikes me as an irresponsible act when we should be preserving these wild spaces for future generations.</p>	A32.29VV
49660	Clancy, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Clancy</p>	A32.3A; A32.3F
51004	Clanton, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Devin Clanton</p>	
54389	Clark, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Clark</p>	A32.3A; A32.3F
49830	Clark, April	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, April Clark</p>	A32.3A; A32.3F
49450	Clark, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Clark</p>	A32.3A; A32.3F
50561	Clark, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Clark</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45320	Clark, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailee Clark</p>	A32.3A; A32.3F
41744	Clark, Beckley	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Beckley Clark</p>	A32.3A; A32.3F
50896	Clark, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Clark</p>	A32.3A; A32.3F
43147	Clark, Brinlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinlie Clark</p>	A32.3A; A32.3F
39468	Clark, C	Roadless Rules must be adhered to. No gondola towers or stations in Roadless areas. Roadless areas must be preserved, not diminished.	A32.3A
40436	Clark, Charlie	Like most Utahns, I am against the Gondola. I believe widening the road to include a bus lane and incorporating snow sheds is the best course of action. The snow sheds installed at rogers pass in British Columbia work great, and I think that solution would be much better for both cost and effectiveness.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52260	Clark, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Clark</p>	A32.3A; A32.3F
45578	Clark, Corey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Corey Clark</p>	A32.3A; A32.3F
39878	Clark, Daniel	<p>I do not want a gondola up little cottonwood canyon. No gondola.</p>	A32.29VV
48019	clark, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David clark</p>	A32.3A; A32.3F
46864	Clark, Dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dillon Clark</p>	A32.3A; A32.3F
42653	Clark, Emily	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Clark</p>	
43655	clark, Emory	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emory clark</p>	A32.3A; A32.3F
47632	Clark, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Clark</p>	A32.3A; A32.3F
39264	Clark, Georgia	<p>Please don't ruin our Canyon with a gondola. Many Most people have said they don't want the gondola. The bus service is great when there are enough buses running. Expand bus service, thats all that is needed.</p>	A32.29VV
56050	Clark, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Clark</p>	A32.3A; A32.3F
44786	Clark, Janelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janelle Clark</p>	
42627	Clark, Jaxon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jaxon Clark</p>	A32.3A; A32.3F
52219	Clark, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Clark</p>	A32.3A; A32.3F
46493	Clark, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Clark</p>	A32.3A; A32.3F
43197	Clark, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Clark</p>	
50615	CLARK, MICHAEL	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, MICHAEL CLARK</p>	A32.3A; A32.3F
40301	Clark, Michael	<p>You could be hip and ahead of the time with something cheaper such as heated roads and shuttles, or you can be trashy and make a permanent and expensive mistake, such as a gondola. Have heated roads even been considered? I know there is at least one company that is close that can take the risky winter ditching out of the equation without such an extreme environmental impact.</p>	A32.29VV
55602	Clark, Misty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I have spent over 27 years in Little Cottonwood Canyon observing the parking and traffic. I have a list of helpful suggestions to aid in the traffic and parking in Little and Big Cottonwood Canyons, if you are interested in hearing them.</p> <p>Regards, Misty Clark</p>	A32.3A; A32.3F
49799	Clark, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Clark</p>	A32.3A; A32.3F
45007	Clark, Niko	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Niko Clark	
48842	Clark, Noel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noel Clark</p>	A32.3A; A32.3F
53957	Clark, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Clark</p>	A32.3A; A32.3F
49055	Clark, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Clark</p>	A32.3A; A32.3F
46523	Clark, Ryan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ryan Clark</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45748	Clark, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Clark</p>	A32.3A; A32.3F
44246	Clark, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Clark</p>	A32.3A; A32.3F
45899	Clark, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Clark</p>	A32.3A; A32.3F
46502	Clark, Sydney	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydney Clark</p>	A32.3A; A32.3F
53927	Clarke, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times and a requirement to take the bus or carpool during peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Clarke</p>	
49982	Clarke, Holden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holden Clarke</p>	A32.3A; A32.3F
39254	Clarke, Jeffrey	<p>Disappointing that so many cars are parked all over the roads. Please move forward on gondola option for so many reasons. Safety practicalities reduced danger on overall canyon experience</p>	A32.29VV
45465	Clarke, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Clarke</p>	A32.3A; A32.3F
54418	Clarke, Joy	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joy Clarke</p>	A32.3A; A32.3F
40446	Clarke, Scott	<p>The gondola would do absolutely nothing to ease/eliminate/fix the traffic issue (the red snake) on Wasatch blvd, which is arguably the primary issue. The congestion in both Cottonwood Canyons is a very close second primary issue. Whatever "fix" is agreed upon and implemented needs to address both congestion issues, Wasatch Blvd and the Cottonwood Canyons. Is the north end of the quarry still for sale? That would be an ideal place to look at creating some type of expanded parking and transportation service</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		(expanded bus service, some type of light rail, etc). It'd be nice if the proposal could look at serving all the various trailheads in both canyons, and not just the ski/snowboard resorts.	
43260	Clarke, Sloane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sloane Clarke</p>	A32.3A; A32.3F
42857	Clarkson, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Clarkson</p>	A32.3A; A32.3F
40596	Clarner, Millie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Millie Clarner</p>	A32.3A; A32.3F
47089	Class, Angela	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Angela Class</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49235	Clause, Darby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darby Clause</p>	A32.3A; A32.3F
47459	Clauss, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Clauss</p>	A32.3A; A32.3F
47914	clavel, gabby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gabby clavel</p>	A32.3A; A32.3F
40789	Clavijo, Brandon	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Clavijo</p>	A32.3A; A32.3F
50586	Clawson, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Clawson</p>	
48119	Clawson, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Clawson</p>	A32.3A; A32.3F
54440	Clawson, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Clawson</p>	A32.3A; A32.3F
54552	Clawson, Jessica	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Clawson</p>	A32.3A; A32.3F
49443	clawson, luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, luke clawson</p>	
44814	Clawson, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Clawson</p>	A32.3A; A32.3F
46550	clawson, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker clawson</p>	A32.3A; A32.3F
52145	Clawson, Sam	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sam Clawson</p>	A32.3A; A32.3F
47377	Clay, Ryan	<p>To whom it may concern,</p> <p>I am a senior in Civil and Environmental Engineering at the U of Utah. I studied this gondola project in my sustainability of the built environment class, and I am emailing to show my opposition to the gondola project in LCC.</p> <p>The gondola in Little Cottonwood Canyon must not be installed for these reasons:</p> <ul style="list-style-type: none"> -The use of public funds for a project that will only serve a tiny, wealthy proportion of the community is unethical and a corrupt use of funds. -Environmental engineers have confirmed that the Great Salt Lake is drying up, which would devastate the air quality and ecosystem of salt lake city. Saving 	A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>the great salt lake is should take precedence over any other civil engineering project.</p> <p>-This will permanently alter the canyon. We must not mess with nature any further.</p> <p>You will forever carry the guilt of this mistake if it goes through. Save the valley. Save the salt lake.</p> <p>Regards, Ryan Clay</p>	
55190	Clayson, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Clayson</p>	A32.3A; A32.3F
55170	Clayson, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Clayson</p>	A32.3A; A32.3F
55198	Clayson, Kim	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kim Clayson</p>	A32.3A; A32.3F
51101	Clayton, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Clayton</p>	
39384	Clayton, Byron	Honor Roadless Designations. The entire Gondola matter needs to be reexamined.	A32.29VV
55592	Clayton, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Clayton</p>	A32.3A; A32.3F
47847	Clegg, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Clegg</p>	A32.3A; A32.3F
41721	Clegg, Hailey	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hailey Clegg</p>	A32.3A; A32.3F
41069	Clegg, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hannah Clegg	
48449	Clegg, Zach	<p>To whom it may concern,</p> <p>As a life long resident of [REDACTED], I strongly disagree with any path forward with the gondola solution. There are numerous other solutions that should be considered, at lower cost/impact and more flexibility, and implemented before something on the scale of the gondola solution is adopted. The majority of locals DO NOT WANT THIS. Listen. Listen. Listen.</p> <p>Best regards, Zach Clegg, [REDACTED]</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Clegg</p>	A32.3A; A32.3F
55351	Clem, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Clem</p>	A32.3A; A32.3F
43442	Clement, Susan	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Susan Clement</p>	A32.3A; A32.3F
39852	Clement, William	No Gondola! I come to Utah to ski. But as much as I enjoy the skiing in the Wasatch I enjoy the wilderness and beauty of the mountains. The proposed Gondola brings a "disneyworld" like characteristic into a beautiful canyon. The Bus option is better!	A32.3I
43134	Clements, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Clements</p>	
54962	Clements, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Clements</p>	A32.3A; A32.3F
47808	Clements, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Clements</p>	A32.3A; A32.3F
47497	Clements, Sella	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sella Clements</p>	A32.3A; A32.3F
51978	Clemmens, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Clemmens</p>	
55192	Cleveland, Darlee	<p>To whom it may concern,</p> <p>National Parks in Utah have created ways to control traffic without the use of a permanent structure. Zions limits traffic to buses only beyond a certain point and limits the number of people that can enter each day. Arches requires to reserve a day to visit. Snowbird is a private company and the canyon is not their asset. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darlee Cleveland</p>	A32.3A; A32.3F
56271	Cleveland, Darlee	<p>To whom it may concern,</p> <p>National Parks in Utah have created ways to control traffic without the use of a permanent structure. Zions limits traffic to buses only beyond a certain point and limits the number of people that can enter each day. Arches requires to reserve a day to visit. Snowbird is a private company and the canyon is not their asset. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darlee Cleveland</p>	A32.3A; A32.3F
50929	Cleveland, Noah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Noah Cleveland</p>	A32.3A; A32.3F
47970	Cleverly, Stockton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>STOP THIS INEFFICIENT GONDOLA IDEA AND DO SOMETHING UTAH NATIVES CAN BE PROUD OF!!!</p> <p>Regards, Stockton Cleverly</p>	
48767	Clifford, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Clifford</p>	A32.3A; A32.3F
41819	Clifton, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Clifton</p>	A32.3A; A32.3F
40229	Cline, Christine	<p>PLEASE do not build this Gondola!! It is a waste of taxpayer money in so many ways: I won't solve the traffic problem, it short-changes public users by only having stops at two ski resorts (not the numerous trailheads and other access points in the canyon), it will be an eyesore, it's not flexible. I'm sure you've already read the multitude of detailed comments about why these facts are true, so I'll save you the time. Just put me down as a solid NOOOOOO!!! for the gondola. I am an advocate of increased mass transit (including bus-privileged passing lanes), which is very flexible (add more buses for peak times and have resort-directed express buses) and much less expensive. The gondola will also be a significant added expense to ride, which further disadvantages people of modest economic means. An easy alternative to that is to charge an occupant-based toll for using the road (more expensive if you're driving up solo, free if you've got 4 or more in your car). The EIS somehow manages to come up with a conclusion that expanding bus service will somehow have less of an environmental impact than the gondola, but many aspects of the EIS are an exercise in defending a foregone conclusion. SO many things wrong with the gondola "solution" that it's hard to know where to start or stop, and as I've already said, you have numerous, well thought-out responses to this bad proposal. Please read them and consider them as voicing my opinion. NO. GONDOLA. UP. LITTLE.COTTONWOOD.CANYON. Period!!!!</p>	A32.29VV
46068	Cline, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Cline</p>	
40758	Cline, Tyler	<p>To whom it concerns,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Tyler Cline [REDACTED]</p>	A32.3A; A32.3F
53032	Clingman, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Clingman</p>	A32.3A; A32.3F
47225	Clinton, Maeve	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maeve Clinton</p>	A32.3A; A32.3F
54643	Clontz, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The ski season is only a few months out of the year, but an installation such as this will permanently alter the landscape for everyone else that seeks to use the canyon the rest of the year.</p> <p>Regards, Katrina Clontz</p>	
40112	Close, Alex	<p>I believe that giving this much money to a community that already has access to leisurly sports on weekdays would be a huge mistake. We could revitalize trax to take people up the canyons or have a simpler method of public transportation for people. This would help people that work in the ski industry, and provide an alternative for granola people that act like they give a █████ about the environment even though they drive toyota 4runners up the canyon by themselves 4 days a week.</p>	A32.29VV
50967	Close, Andree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andree Close</p>	A32.3A; A32.3F
46413	Close, Greta	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Greta Close</p>	A32.3A; A32.3F
41540	close, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah close</p>	A32.3A; A32.3F
40882	Clow, Stodden	<p>I believe there are better much more affordable options for 210.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>For instance make highway uphill only traffic for an hour in the morning and down hill only for an hour in the afternoon. If this is the new norm during the winter season it could be an easy cost effective solution.</p> <p>No need to widen the highway or build an expensive eye sore.</p>	
45177	Cloward, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Cloward</p>	A32.3A; A32.3F
43360	Cloward, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I have loved this canyon since I was a young child. It's quietness, it's majesty. Buses work without destroying precious watershed and wild life. Please do every Utahn and visitor of this area a favor and preserve it for generations to come, say no to the gondola! Save this paradise.</p> <p>Regards, Emily Cloward</p>	A32.3A; A32.3F
54109	Cluff, Amber	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amber Cluff</p>	A32.3A; A32.3F
50539	Cluff, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Cluff</p>	
46001	Cluff, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Cluff</p>	A32.3A; A32.3F
55150	Cluff, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Cluff</p>	A32.3A; A32.3F
48353	Cluff, Tate	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tate Cluff</p>	A32.3A; A32.3F
52861	Cluff, Tessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tessie Cluff</p>	
52754	cluver, cara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cara cluver</p>	A32.3A; A32.3F
44921	Cly, Josiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josiah Cly</p>	A32.3A; A32.3F
44132	Coakley, Catherine	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Catherine Coakley</p>	A32.3A; A32.3F
49751	Coakley-Pense, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Coakley-Pense</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47857	Coates, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Coates</p>	A32.3A; A32.3F
54399	Coats, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Coats</p>	A32.3A; A32.3F
49441	Coba, Iris	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Iris Coba</p>	A32.3A; A32.3F
54793	Cobb, Jackie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackie Cobb</p>	A32.3A; A32.3F
49832	Coburn, Zurielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zurielle Coburn</p>	
41993	Cochran, Elizabetha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabetha Cochran</p>	A32.3A; A32.3F
50418	Cochran, Emma	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emma Cochran</p>	A32.3A; A32.3F
51643	Coddig, Emerson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emerson Coddig</p>	A32.3A; A32.3F
52646	coe, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza coe</p>	
49956	Coe, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Coe</p>	A32.3A; A32.3F
55370	Coe, Mariah	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mariah Coe</p>	A32.3A; A32.3F
52789	Coello, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Coello</p>	A32.3A; A32.3F
45427	Coenen, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lauren Coenen	
39610	Coffelt, Allison	I write in strong support of the Enhanced Bus (no widening) alternative. With the proper number of buses running—which is to say, enough to meet demand in a way that allows for seating on all buses—this is clearly the best option. It is the lowest cost for the riders, the least initial environmental impact, the least ongoing environmental impact, and the least negative impact on existing recreational spaces (e.g. climbing). At a minimum, this option should be thoroughly tried for five years. If needed, the community could then look into more costly, high-impact options.	A32.29VV
50031	Coffey, Andrea	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Andrea Coffey	A32.3A; A32.3F
54834	Coffey, Clara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Clara Coffey	A32.3A; A32.3F
50257	Coffey, Lauren	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Coffey	A32.3A; A32.3F
48303	Coffey, Rachel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Coffey</p>	
39567	Coffin, Lisa	NO to the gondola. No to the cost and ruining the beauty of the canyon to benefit the ski resorts	A32.29VV
45639	Coffin, russell	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, russell Coffin</p>	A32.3A; A32.3F
39569	Coffin, Tris	The majority of taxpayers say no and you're still pursuing this? Why not odd or even days or no cars with single riders allowed or accordion style busses.	A32.29VV
55540	Cofod, Alina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alina Cofod</p>	A32.3A; A32.3F
48456	Coggins, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Coggins</p>	A32.3A; A32.3F
46403	Coggon, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Coggon</p>	
51866	Cohen, Bryn	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bryn Cohen</p>	A32.3A; A32.3F
48094	Cohen, Catherine	<p>To whom it may concern,</p> <p>I am in strong opposition to the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Cohen</p>	A32.3A; A32.3F
45879	cohen, Celine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Celine cohen</p>	A32.3A; A32.3F
42289	Cohen, Elizabeth	<p>I'm concerned the gondola will create more traffic issues than we already have while significantly impacting water quality in the drainage. Traffic backups due to avalanche mitigation and general volume are two of the biggest issues facing LCC. The fact that the gondola will not run during avalanche mitigation or high risk times makes it not worth the money and impacts. I think making LCC a toll road and building avalanche sheds over the road in high risk areas would be a much better solution to our traffic woes.</p>	A32.29VV
40367	Cohen, Jonathan	<p>I believe the gondola is an unsustainable and destructive solution. The damage to the land and feeling of remoteness in the Wasatch would be irreversibly altered. In addition, the proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan</p> <p>It would be a terrible misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat) I am grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43595	Cohen, Robin	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Robin Cohen</p>	A32.3A; A32.3F
43811	cohrt, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah cohrt</p>	A32.3A; A32.3F
44281	coker, dewey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, dewey coker</p>	A32.3A; A32.3F
52232	Colangelo, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Colangelo</p>	A32.3A; A32.3F
41103	Colbeck, Ian	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ian Colbeck</p>	
53151	Colby, Sar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I also support solutions that do not endanger the already restricted water supply of the area. I urge you, consider the actual long term affects this proposal will have. It's not a big enough solution for the problem at hand. And I'll give you a hint, the real solution isn't increasing the lanes on the highway.</p> <p>Regards, Sar Colby</p>	A32.3A; A32.3F
53800	Colby, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Colby</p>	A32.3A; A32.3F
45281	Cole, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Cole</p>	A32.3A; A32.3F
45876	Cole, Anya	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anya Cole	
39754	Cole, Devon	There should not be a gondola in Utah's roadless areas as servicing and building the gondola will most certainly require roads. A gondola itself also does not belong in these areas which were meant to be entirely undeveloped.	A32.3G; A32.3H
56360	Cole, Devon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devon Cole</p>	A32.3A; A32.3F
47648	Cole, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diana Cole</p>	A32.3A; A32.3F
40632	Cole, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Cole</p>	A32.3A; A32.3F
41459	Cole, Jarred	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jarred Cole</p>	
49954	Cole, Maddie	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maddie Cole</p>	A32.3A; A32.3F
53765	Cole, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Cole</p>	A32.3A; A32.3F
42243	Cole, Mason	Please do not build the Gondola. It will have negative impacts on the environment and the community	A32.29VV
50059	Cole, Steph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steph Cole</p>	A32.3A; A32.3F
42633	Cole, Talia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Talia Cole</p>	
39259	Coleman higbee, Stacy	NO road widening at all. I propose better bus service and limiting amount of vehicles entering canyon per day. If gondola is approved it must also service the other access spots of the canyon and not Just the revenue producing ski resorts. Equal access for all	A32.29VV
53783	Coleman, Adam	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Adam Coleman</p>	A32.3A; A32.3F
53931	Coleman, Boston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Boston Coleman</p>	A32.3A; A32.3F
54012	Coleman, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Coleman</p>	A32.3A; A32.3F
54749	Coleman, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Coleman</p>	
39338	COLEMAN, HEATHER	<p>I believe a better use of all resources would be the use of electric buses with park and rides located through out the valley serving both canyons running every 15 minutes a peak times. This would keep the congestion away from the east side. Also ban ALL private cars, EVERYONE takes the bus! No one is exempt!!</p>	A32.29VV
45946	Coleman, Kaden	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaden Coleman</p>	A32.3A; A32.3F
55504	Coleman, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Coleman</p>	A32.3A; A32.3F
46168	Coleman, Rosie	<p>To whom it may concern,</p> <p>Please please keep in mind that with ANY project, there are always more creative options to explore fully and in detail and ones not built on pressure from those not interested in what is best for our beautiful canyons. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rosie Coleman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45968	Coleman, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Coleman</p>	A32.3A; A32.3F
46146	Coleman, Thomas	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Thomas Coleman</p>	A32.3A; A32.3F
46498	coleman, Trever	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trever coleman</p>	A32.3A; A32.3F
45463	Coleman, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Coleman</p>	A32.3A; A32.3F
46088	Colemere, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Colemere</p>	
40790	Coles, Anna	<p>To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anna Coles</p>	A32.3A; A32.3F
41011	Coles, Diane	<p>Please do not build the gondola. It will only benefit the ski resorts and those who can afford thr cost to ride. The towers will be a huge expense and eyesore, a permanent blight in our beautiful canyon.</p>	A32.29VV
39515	Coles, Diane	<p>The gondola will not solve the traffic problem. It will only benefit the resorts and those who can afford the fee to ride it. It will not allow access to any other locations in the canyon, and the towers will be an initial and ongoing financial nightmare, as well as an eyesore, destroying the natural beauty of the canyon. Please do not build the gondola!</p>	A32.29VV
47553	Coles, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Coles</p>	A32.3A; A32.3F
50340	Coles, MacKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MacKenzie Coles</p>	A32.3A; A32.3F
56352	Coles, Matthew	<p>To whom it may concern,</p> <p>This is very important to me. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>congestion in the canyon.</p> <p>Let's utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Coles</p>	
41893	Coles, Peter	<p>Please follow the Save Our Canyons recommendations for Little Cottonwood Canyon. Do not proceed with the Tram option that will not address the needs of the users and caters to special interests that do not care about the impact on the environment in the canyon. Thank you for your consideration, Peter Coles</p>	A32.29VV
47702	Colette, harris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, harris Colette</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51520	Colicchia, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Colicchia</p>	A32.3A; A32.3F
43949	Collard, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Collard</p>	A32.3A; A32.3F
49188	Collard, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Collard</p>	A32.3A; A32.3F
49006	Collard, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Collard</p>	
52893	Collard, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Collard</p>	A32.3A; A32.3F
44203	Collier, Cruz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cruz Collier</p>	A32.3A; A32.3F
43083	collier, matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, matthew collier</p>	A32.3A; A32.3F
50150	collings, micaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, michaela collings</p>	
42696	Collins, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Collins</p>	A32.3A; A32.3F
41030	Collins, Brian	I've already expressed my opposition to this proposal. Do the right thing and leave to the resorts to limit capacity to solve the traffic issues.	A32.29VV
43371	Collins, Cami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cami Collins</p>	A32.3A; A32.3F
46925	Collins, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Collins</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52180	Collins, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Collins</p>	A32.3A; A32.3F
56362	Collins, G	<p>The joke is on everybody</p> <p>Good luck</p>	A32.29VV
40407	Collins, Greg	<p>Now you can see what really needs to be done to insure Little Cottonwood corridor remains open to humans. Snow Sheds ! Your Gondola will be mangled in the avalanche debris, like the Provo's Bridalveil. And can you send some snowsheds to WYDOT too ? Thanks.</p>	A32.29VV
53360	Collins, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Collins</p>	A32.3A; A32.3F
56361	Collins, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Collins</p>	A32.3A; A32.3F
51620	Collins, Lewis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lewis Collins</p>	
56169	Collins, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Collins</p>	A32.3A; A32.3F
46669	Collins, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Collins</p>	A32.3A; A32.3F
53533	Collins, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Collins</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49534	Collins, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Collins</p>	A32.3A; A32.3F
54860	Collins, Zane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zane Collins</p>	A32.3A; A32.3F
45483	Collins, Zaylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zaylie Collins</p>	A32.3A; A32.3F
42502	Collins, Zinnia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zinnia Collins</p>	
42312	Collinson, Jim	<p>You have the cart before the horse with only 600 stalls in mind at the gravel pit by BCC. Ten times that many won't be enough.</p> <p>And why is BCC being neglected in this?</p> <p>The gondola oughta come outta Summit County where the accommodations, restaurants, Olympic folk will be based, and those car rentals generate 30% of our traffic and most of our inadequate vehicle/tire problem in the canyons. If it came outta Summit County it could tag the head of BCC on the way...</p>	A32.29VV
40478	COLLINSON, JOHN	<p>I oppose the gondola and urge UDOT to consider lower cost and more effective alternatives to reducing the congestion in Little Cottonwood Canyon. I have spent my entire life in the canyon- growing up at Snowbird ski resort, and enjoying the wasatch mountains ever since. This gondola will permanently alter the Twin Peaks, Lone Peak, and White Pine roadless areas. People move to Salt Lake city to enjoy the proximity to world class skiing, climbing and mountain biking- all of which will be disrupted by the proposed gondola. This project would support taxation of everyone- and only benefit ski resort users- a small percentage of outdoor recreators.</p> <p>I am in support of lower cost solutions that would utilize the existing infrastructure (carpool incentives, year round enhanced bus services, enforcing the traction law and continued parking reservations at the ski resorts themselves. I also am in support of additional parking at the proposed grit mill lot- as well as I would urge there be additional land dedicated to more parking in the area. No matter what travel solution is implemented up Little Cottonwood Canyon- there needs to be more parking to support it.</p> <p>This proposed gondola is NOT a viable solution to the congestion in the area, and will forever change the wilderness that people can enjoy today. These beautiful lands in close proximity to Salt Lake City should be protected and cherished so future generations can enjoy them- not exploited by a gondola that is a misinterpretation of the current "Roadless Rule".</p> <p>thank you</p>	A32.3A; A32.3F
46359	Collinwood, Joanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joanna Collinwood</p>	A32.3A; A32.3F
49456	collis, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia collis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48300	Colonna, Faith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Faith Colonna</p>	A32.3A; A32.3F
50094	Colston, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Colston</p>	A32.3A; A32.3F
47435	Colt, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Colt</p>	A32.3A; A32.3F
53915	Colton, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Colton</p>	
47883	Colton, Shelbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelbie Colton</p>	A32.3A; A32.3F
49811	Colton, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Colton</p>	A32.3A; A32.3F
42955	Colton, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Colton</p>	A32.3A; A32.3F
54183	Coltrin, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Coltrin</p>	
52533	Coltrin, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Coltrin</p>	A32.3A; A32.3F
51849	Coltrin, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Coltrin</p>	A32.3A; A32.3F
39724	Columb, Josh	<p>I live in Cottonwood Heights, Utah and am writing to let you know that I strongly oppose the proposed gondola in Little Cottonwood Canyon. In addition to not solving traffic congestion, threatening our critical watershed, and not serving all users of the canyons, the gondola would be built in three federally protected Roadless Areas where road and recreational construction is typically prohibited.</p> <p>The three protected areas (Twin Peaks, Lone Peak, and White Pine Roadless Areas) would have their beautiful natural qualities diminished by eight gondola towers, snow sheds, angle stations, and extensive vegetation removal. This is an unacceptable proposition, and lower impact alternatives must be considered.</p> <p>Rather than diminishing the roadless characteristics of Little Cottonwood Canyon with gondola construction, I urge you to consider lower-cost solutions that utilize existing infrastructure, like enhanced bus service, carpooling incentives, enforcement of the traction law, and required reservations to park at ski resorts.</p> <p>After all of the widespread opposition from local constituents, communities, and public officials, I'm disappointed that the gondola is still being considered. Please continue to advocate for common sense, environmentally friendly solutions that will benefit ALL canyon users year round.</p> <p>Thank you</p>	A.32.3.A
41734	Colvin, Macree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macree Colvin</p>	
55630	Combe, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Combe</p>	A32.3A; A32.3F
41674	Comber, David	<p>I am a licensed professional engineer in the state of Utah. I oppose the Little Cottonwood Canyon Gondola project. It is wrong for public servants to select a publicly funded project that would fail to improve canyon access for non-resort users while benefiting a slim few (wealthy owners/investors of ski resorts). Additionally, I cannot support a proposal that would reduce acres of land that are classified as "Roadless." Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
55846	Comber, David	<p>To whom it may concern,</p> <p>I am a licensed professional engineer in the state of Utah. I oppose the Little Cottonwood Canyon Gondola project. It is morally wrong for public servants to select a publicly funded project that would fail to improve canyon access for non-resort users while benefiting a slim few (wealthy owners/investors of ski resorts). Additionally, I cannot support a proposal that would reduce acres of land that are classified as "Roadless." Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, David Comber	
41829	Combs, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Combs</p>	A32.3A; A32.3F
53038	Combs, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Combs</p>	A32.3A; A32.3F
40022	Combs, Sach	Simply put, the Gondola is inflexible and doesn't serve the needs of all the users of the canyon. Buses are flexible, can be surged as need, service all users, and can be implemented, and grown as user volume needs. Additionally, only resort visitors and employees (if even them) should be allow to drive the canyon during heavy use periods.	A32.29VV
45542	Comden, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Comden</p>	A32.3A; A32.3F
44862	comey, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden comey</p>	
56129	Comish, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dave Comish</p>	A32.3A; A32.3F
44359	Comito, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Comito</p>	A32.3A; A32.3F
43982	Compton, Tyler	<p>To whom it may concern,</p> <p>Local here, there's a simpler way to resolve the issue. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tyler Compton</p>	
39316	concannon, jacqueline	<p>Taxpayers shouldn't foot the bill for a permanent and risky project like this, especially when we could invest in common-sense solutions like electric busses that can also be used to benefit transportation issues across Salt Lake Valley.</p> <p>Reasons why I oppose the gondola include:</p> <ol style="list-style-type: none"> 1) It would make stops at only two private ski resorts; 2) It would remove only 30% of vehicular traffic from the canyon road; 3) It would entail the construction of 23 high-rise hotel-sized gondola towers along the canyon road; and 4) It has limited flexibility to pivot in the event of changing circumstances. <p>Solutions that I support for the traffic issue in LCC:</p> <ol style="list-style-type: none"> 1) Electric, high-quality buses with mobility hubs; 2) Tolling; 3) Parking management strategies such as ski parking reservations and enhanced smartphone app technology; 4) Multi-passenger vehicle incentives such as micro-transit, carpooling, and rideshare programs; and 5) Traction device requirements with expanded inspection hours and enforcement. 	A32.29VV
54936	Conde, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Conde</p>	A32.3A; A32.3F
50048	Conder, Darcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darcy Conder</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43304	Condie, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Condie</p>	A32.3A; A32.3F
42294	Condie, Cheri	<p>The protected roadless areas of Little Cottonwood Canyon are a big part of the breathtaking nature of this beautiful asset in the Wasatch Mountains.</p> <p>The prospect of a gondola built there should obviously be subject to the 2001 Roadless Area Conservation Rule (RACR), meant to protect against reduced water quality, increased erosion, habitat degradation, and human disturbances in areas subject to fire. The water quality in the valley would be impacted. The safety of those visiting the Roadless Areas would be imperiled by slope instability.</p> <p>The environmental values of our local Roadless Areas would be negatively affected by a gondola system of angle stations, towers, snow sheds, and especially, the removal of trees and vegetation. The views, watershed, habitat and wilderness-quality recreation of no less than three Roadless Areas would be changed -- Lone Peak, Twin Peaks, and White Pine. Do not destroy the safety and intact habitat of these areas that have gone through the Roadless Area Conservation Area process, an expensive and necessary result for Little Cottonwood Canyon. My tax dollars were spent to protect and maintain year-round habitat and watershed there and I don't want UDOT to minimize their protections.</p> <p>A gondola would be a permanent UDOT highway project that violates the legacy of the natural areas I value for future generations.</p>	A32.3F; A32.3G
42293	Condie, Cheri	<p>The protected roadless areas of Little Cottonwood Canyon are a big part of the breathtaking nature of this beautiful asset in the Wasatch Mountains.</p> <p>The prospect of a gondola built there should obviously be subject to the 2001 Roadless Area Conservation Rule (RACR), meant to protect against reduced water quality, increased erosion, habitat degradation, and human disturbances in areas subject to fire. The water quality in the valley would be impacted. The safety of those visiting the Roadless Areas would be imperiled by slope instability.</p> <p>The environmental values of our local Roadless Areas would be negatively affected by a gondola system of angle stations, towers, snow sheds, and especially, the removal of trees and vegetation. The views, watershed, habitat and wilderness-quality recreation of no less than three Roadless Areas could be changed -- Lone Peak, Twin Peaks, and White Pine. Do not destroy the safety and intact habitat of these areas that have gone through the Roadless Area Conservation Area process, an expensive and necessary result for Little Cottonwood Canyon. My tax dollars were spent to protect and maintain year-round habitat and watershed there and I don't want UDOT to minimize their protections.</p> <p>A gondola would be a permanent UDOT highway project that violates the legacy of the natural areas I value for future generations.</p>	A32.3A; A32.3F
43583	Condon, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Condon</p>	
45174	Cone, Rhea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhea Cone</p>	A32.3A; A32.3F
50007	Conger, Kalyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalyse Conger</p>	A32.3A; A32.3F
55448	Conger, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Conger</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41756	Congram, Lillie	<p>The proposed gondola to be built in LCC should be reconsidered for many reasons. My main concern is the zones that have been designated as no-road zones where roads cannot be built, and the important sensitive watershed. The claim that has been made is that the towers for the gondola will be helicoptered in, but there are many flaws with that argument. The foundation to uphold those towers needs to be built, construction crews, building materials, foundational structure materials etc. all need a way to these locations where the towers will go in. In order to do that a ground pathway will have to be an option and the no-road zones will be violated and have unimaginable impacts on wildlife, our watershed, and the quality of nature in LCC. When people go to the mountains it is to get away from urban areas and enjoy solitude in the beautiful nature around us. This will be jeopardized and thousands of animals will be displaced disrupting the balanced ecosystem. There is a large probability the watershed will be disrupted as well which will cost hundreds of thousands of dollars and harm the water source many residents rely on for clean water. Say 'NO' to the Gondola for the good of the people and the environment.</p>	A32.3H
49141	conklin, Kasie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasie conklin</p>	A32.3A; A32.3F
54093	Conklin, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Conklin</p>	A32.3A; A32.3F
44399	Conley, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Conley</p>	A32.3A; A32.3F
47060	conley, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline conley</p>	
44428	Conley, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Conley</p>	A32.3A; A32.3F
55955	Conlon, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Conlon</p>	A32.3A; A32.3F
48598	Conn, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Conn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45921	Connelley, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Connelley</p>	A32.3A; A32.3F
48064	Connelly, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Connelly</p>	A32.3A; A32.3F
42758	Conner, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Conner</p>	A32.3A; A32.3F
47500	Conners, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Conners</p>	
43915	Conners, Mazzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mazzy Conners</p>	A32.3A; A32.3F
55596	connolly, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate connolly</p>	A32.3A; A32.3F
41622	Connolly, Marjorie	<p>Hi,</p> <p>I support the enhanced busing option. I am not in favor of the gondola and cog rail options.</p> <p>Sincerely, Marjorie Connolly</p>	A32.29VV
47102	Connor, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Connor</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53749	Connors, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Connors</p>	A32.3A; A32.3F
52016	Conover, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Conover</p>	A32.3A; A32.3F
44029	Conover, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Conover</p>	A32.3A; A32.3F
55757	CONOVER, TERRENCE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, TERRENCE CONOVER</p>	
55062	conrad, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison conrad</p>	A32.3A; A32.3F
53199	Conrad, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Conrad</p>	A32.3A; A32.3F
42548	Conrad, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Conrad</p>	A32.3A; A32.3F
46048	Conrad, Kortlen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kortlen Conrad</p>	
54657	Conrad, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Conrad</p>	A32.3A; A32.3F
47864	Conrad, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Conrad</p>	A32.3A; A32.3F
44687	Conrad, Ty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ty Conrad</p>	A32.3A; A32.3F
41334	Conran, Aria	<p>To whom it may concern,</p> <p>I believe building a gondola will not solve any issues without creating hundreds of more problems that would harm local citizens and the environment. I recommend the book 'Stop</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Decorating the Fish'. It's a very short, less than 100 page, read but hopefully it would open up a different thoughts about this situation.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aria Conran</p>	
39455	Conrod, William	<p>I have read no Cumulative Effects analysis will be performed. Federal NEPA law and the Council Of Environmental Quality requires this to be done as part of a NEPA (EIS) document. The agency cannot choose to ignore this requirement, and if this is indeed the case, leaves the door open for litigation to halt the project.</p>	A32.29VV
45082	Conroy, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Conroy</p>	A32.3A; A32.3F
54635	Conroy, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Conroy</p>	A32.3A; A32.3F
51581	Conroy, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Conroy</p>	
47283	Conroy, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Conroy</p>	A32.3A; A32.3F
42937	Conroy, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Conroy</p>	A32.3A; A32.3F
53417	Consalvo, Claudia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claudia Consalvo</p>	A32.3A; A32.3F
40688	Consiglio, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>This proposal also threatens wildlife in the canyon and will reduce the number of raptors that will nest. The proposal is also subject to extreme risk related to large avalanches damaging gondola infrastructure as the angle station overlaps multiple large slide paths.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Consiglio</p>	
44889	Conti, Melanie	<p>To whom it may concern,</p> <p>I am an Ikon pass holder and user of Snowbird and Alta ski resorts. I oppose the gondola project in Little Cottonwood Canyon. The canyon is a unique and special natural land area and should not be further disturbed by further man made infrastructure. With the funding proposed to build the gondola, the existing highway infrastructure and transit programs could be highly improved to solve traffic and congestion issues. Passenger vehicles are a disturbance on our environment beyond usage in the canyon. We need a systemic change in our transportation systems, and mass transit into the canyon could be a perfect opportunity to start behavior change and encourage increased transit ridership. Ideas include not allowing passenger vehicles into the canyon, expanding transit infrastructure, eliminating all transit rider costs. As an Alta and Snowbird skier, I would be happy to take mass transit into the canyon if the infrastructure could provide easy to use and convenient services, including more buses and more stops. Make mass transit the norm. You are in a unique position to create an impetus for behavior change in transit ridership, and I urge you to not throw taxpayer money into further destroying this beautiful canyon, but rather utilize already existing resources and find creative solutions to drive skier behavior change into more sustainable solutions. As a person who works in government, I understand the challenges in creating behavior change and asking users to give up the convenience of their personal cars. But we are in a time where we must start stricter measures to force that action. Your agency represents the community, and I urge you to listen to the requests to NOT build this gondola!</p> <p>Further ideas to reduce passenger vehicles on the road include: carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please try all that you can to make our existing infrastructure work before taking such a large, costly, and permanent action that will change the natural resources of Little Cottonwood Canyon forever.</p> <p>Regards, Melanie Conti</p>	A32.29VV
55045	Contreras, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Contreras</p>	A32.3A; A32.3F
40718	Contreras, Tania	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tania Contreras</p>	
46512	Conzelman, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Conzelman</p>	A32.3A; A32.3F
46754	Coody, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Coody</p>	A32.3A; A32.3F
47350	Cook, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Cook</p>	A32.3A; A32.3F
42042	Cook, Adison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adison Cook</p>	
53112	Cook, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Cook</p>	A32.3A; A32.3F
51882	Cook, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Cook</p>	A32.3A; A32.3F
52069	Cook, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aubrey Cook	
56202	Cook, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Cook</p>	A32.3A; A32.3F
50773	cook, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly cook</p>	A32.3A; A32.3F
48406	cook, Cheyenne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheyenne cook</p>	A32.3A; A32.3F
41647	Cook, Chris	Please do not build the gondola and disturb the beauty, serenity and rawness of nature that exists in Little Cottonwood Canyon. Something we can all count on is driving down the canyon and coming to the the top of Seven Sisters and seeing the prehistoric-like view of this glacier-carved magnificent canyon. Can we please keep the world as raw as we can and protect this unique canyon from more steel towers and cables? I want my kids to show their kids this special canyon without the stain of industrial blight.	A32.29VV
39363	cook, david	NO Gondola!! Enhanced bus service with 2 lanes up, one lane down in the am and 2 lanes down and 1 lane up in the pm. Restrict private vehicles Nov. 1 - May 1 with exceptions for residents and critical personnel. Make supply meet demand, expand Park and Ride lots, make everyone take the bus during the Winter. Institute a parking pass for summer with toll and reasonable bus schedule for recreation. DO NOT DESPOIL the natural beauty of this prime example of a glacially carved canyon with gondola towers, ever!	A32.29VV
39824	Cook, Dustin	The gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52703	Cook, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Cook</p>	A32.3A; A32.3F
43330	Cook, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Cook</p>	A32.3A; A32.3F
42876	Cook, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Cook</p>	A32.3A; A32.3F
46149	Cook, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Cook</p>	
47738	Cook, Jenna	<p>To whom it may concern,</p> <p>I have lived in Utah my entire life. I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Cook</p>	A32.3A; A32.3F
54735	Cook, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Cook</p>	A32.3A; A32.3F
53953	Cook, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Cook</p>	A32.3A; A32.3F
55184	Cook, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Cook</p>	
43311	cook, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie cook</p>	A32.3A; A32.3F
47219	Cook, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Cook</p>	A32.3A; A32.3F
51124	Cook, Madisen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madisen Cook	
53913	Cook, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Cook</p>	A32.3A; A32.3F
54309	Cook, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Cook</p>	A32.3A; A32.3F
48464	Cook, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Cook</p>	A32.3A; A32.3F
42374	Cook, Nicholas	I do not support the gondola for several reasons, including too expensive for taxpayers, only needed for a small amount of days in a year, impact to Little Cottonwood Canyon, better alternatives such as snow sheds.	A32.29VV
42968	Cook, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Cook</p>	
47620	cook, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige cook</p>	A32.3A; A32.3F
43419	Cook, Reagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reagan Cook</p>	A32.3A; A32.3F
53135	Cook, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider a third alternating lane, trains and other more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Cook</p>	A32.3A; A32.3F
47686	Cook, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Cook</p>	
41704	Cooke, Kimbra	<p>I do not like the billboards that promote the gondola up the canyon as if that is the only answer to the problem. There are better answers to the problem (such as buses like they use in Zion's national park or trains like they use in Europe.) gondola's are so limited in their use—if it's too windy they can't be used and they cannot transport nearly as many people at one time as a bus or train. If there were a train visitors coming from the airport could ride the train from the airport to the canyon or in-state people could catch the train closest to their home and ride it up to the canyon, which would eliminate some of the parking problem.</p>	A32.29VV
53973	Cooley, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Cooley</p>	A32.3A; A32.3F
52781	Cooley, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Cooley</p>	A32.3A; A32.3F
39660	Cooley, Weston	<p>As a tax payer I think this is crazy to pay for this. You have allowed special interest groups manipulate this project to benefit them instead of the common man. I sleep good at night with my decision of being independent and a helpful participant in society. I hope you feel the same way</p>	A32.29VV
51342	Coolidge, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Coolidge</p>	
45351	Coomans, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Coomans</p>	A32.3A; A32.3F
47396	Coombs, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Coombs</p>	A32.3A; A32.3F
40690	Coon, Calley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calley Coon</p>	A32.3A; A32.3F
50100	Coon, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Coon</p>	
47178	Cooney, Hana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hana Cooney</p>	A32.3A; A32.3F
40940	Cooper, Andrew	<p>I ONLY support the Enhanced Bus Service option with NO WIDENING.</p>	A32.29VV
47781	Cooper, Ariel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariel Cooper</p>	A32.3A; A32.3F
48583	cooper, caelan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, caelan cooper</p>	
43136	Cooper, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Cooper</p>	A32.3A; A32.3F
54163	Cooper, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Cooper</p>	A32.3A; A32.3F
48626	cooper, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>There are other lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Please don't do this!!!!</p> <p>Regards, Jennifer cooper</p>	A32.3A; A32.3F
54240	Cooper, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Cooper</p>	
40217	Cooper, Kelli	NO NO NO gondola!!! Optimize what we already have, be fiscally responsible, be creative. Do not burden the taxpayers and environment with this atrocity.	A32.29VV
51028	Cooper, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Cooper</p>	A32.3A; A32.3F
43837	Cooper, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Cooper</p>	A32.3A; A32.3F
56182	Cooper, Sharon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sharon Cooper</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44850	cooper, wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, wyatt cooper</p>	A32.3A; A32.3F
47406	Cope, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Cope</p>	A32.3A; A32.3F
41443	Copeland, Marilyn	<p>Please DON'T build the gondola. I'm sure you will hear that from folks more knowledgeable and eloquent than I. It is a bad idea for so many reasons. Add more electric busses during peak ski demand.</p>	A32.29VV
54682	Copeland, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Copeland</p>	A32.3A; A32.3F
45061	Copene, Tonino	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tonino Copene</p>	
48017	Copinga, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Copinga</p>	A32.3A; A32.3F
41527	Coplin, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Coplin</p>	A32.3A; A32.3F
42011	Copner, Nick	<p>Is there a reason that increased bussing/ parking and not allowing private vehicles like Zion National park does isn't an option? To me allowing only residents or employees of the businesses up the canyon to drive and just having bus stops at trail heads along the way would be the most ideal scenario for everyone. Other forms of recreation slow down in the winter but climbers would still be able to access crags via the bus and it's stops and then once ski resorts close or things slow down we open the canyon back up to private vehicles. After reviewing the proposed options it is my humble opinion that this would be the most productive option that everyone benefits from. Thank you for your time.</p>	A32.29VV
41967	Copner, Nick	<p>We know the ski resorts have already paid the government officials to push this gondola through so we need someone who isn't a coward to stand up to them and shut this ludicrous idea down. It's such a bad idea objectively. UDOT get your act together and do what's right for everyone who uses the canyon for things other than skiing.</p>	A32.29VV
45232	Copoulos, Dionysius	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dionysius Copoulos</p>	
48840	Coppa, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. \$1.4B could be put to much better use in our valley. I do not support using tax dollars to benefit private businesses.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Sometimes hobbies take time, if people want to enjoy the mountains, dealing with a few hours of traffic on peak weekends is manageable.</p> <p>Regards, Erik Coppa</p>	A32.3A; A32.3F
53734	Coppa, Vee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vee Coppa</p>	A32.3A; A32.3F
49855	Coppler, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savanna Coppler</p>	A32.3A; A32.3F
55472	Copyak, Jenie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenie Copyak</p>	
54235	Corbat, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Corbat</p>	A32.3A; A32.3F
49697	Corbett, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Corbett</p>	A32.3A; A32.3F
49274	corbett, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline corbett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45726	Corbett, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Corbett</p>	A32.3A; A32.3F
54368	Corbin, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Corbin</p>	A32.3A; A32.3F
43341	corbridge, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben corbridge</p>	A32.3A; A32.3F
51451	Corbridge, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Corbridge</p>	
52388	Corcoran, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Corcoran</p>	A32.3A; A32.3F
48177	Corcoran, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Corcoran</p>	A32.3A; A32.3F
56304	Cordelli, Nina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. The gondola would be paid for by the public, without being useable to the public at large. It threatens otherwise free or low cost recreation areas for those who cannot afford to recreate at private resorts.</p> <p>Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Once the Canyon is altered, there is no undoing it.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nina Cordelli</p>	A32.3A; A32.3F
44985	Cordle, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Cordle</p>	
52359	Cordova, Alahna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alahna Cordova</p>	A32.3A; A32.3F
39385	Corkery, Georgie	<p>People don't want a gondola and the 2001 Roadless Rule prohibits new road construction and reconstruction in inventoried roadless areas on National Forest System lands. Inventoried Roadless Areas are characterized by their intact ecosystems that provide wildlife habitat, clean drinking water, rich soil, endless recreation opportunities, and much more. The Roadless Rule protects many popular areas in the Wasatch, such as White Pine Lake, Rock Canyon, and the Timpooneke trailhead that provides access to Mount Timpanogos.</p>	A32.3A; A32.3F
42344	Corkery, Reanna	<p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
39299	Corkery, Wilma	<p>No Gondola!</p> <p>Very upset with the new bus schedule.</p> <p>Need more frequent busses, every 15 minutes, and more than just 944 bus. Reinstall 953 bus, every 15 minutes.</p> <p>That will decrease car traffic.</p>	A32.29VV
48501	Cornell, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Amanda Cornell	
55741	Cornillie, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Cornillie</p>	A32.3A; A32.3F
49184	Cornwall, Justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justine Cornwall</p>	A32.3A; A32.3F
51094	Corona, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Corona</p>	A32.3A; A32.3F
51820	Corona, Mariajose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariajose Corona</p>	
54691	Coronel, Juan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juan Coronel</p>	A32.3A; A32.3F
39654	Corporon, Mary	<p>There should not be a gondola in this canyon. Look at the beautiful photo at the top of this page. Why should a human-built mechanical contraption run right through the heart of that beautiful vista? Some things are worth preserving for their scenic beauty alone, and there are precious few of them left in the overcrowded Wasatch Front.</p>	A32.29VV
43081	Corr, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Corr</p>	A32.3A; A32.3F
45571	correia, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope correia</p>	A32.3A; A32.3F
47490	Corripio, Josefina	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josefina Corripio</p>	
53161	Corriveau, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Corriveau</p>	A32.3A; A32.3F
44095	Corry, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Corry</p>	A32.3A; A32.3F
44443	Corsini, Larry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Larry Corsini</p>	
40044	Corso, Matthew	<p>My concern remains the same. What if this thing gets built, and nobody wants to use it?</p>	A32.29VV
55544	Cortez, Anita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anita Cortez</p>	A32.3A; A32.3F
39437	Cortez, Emma	<p>What you guys are doing is entirely ridiculous and anyone with a working brain can see right through it. I understand that tourism is a big chunk of our economy but I can't comprehend why you would chose tourists over locals. The people who's tax money pays for your fancy desk chair. If you gave a ██████ about the people you're supposed to be representing you would listen to what we have to say. We put you in office, we have the power to take you out of that role. I hope you have the sense to consider that when you make your decision. The only reason I'm so passionate about this issue is because of how much I love this state. Everyone who lives here is in the same boat in that sense. Please I'm begging you, don't let anymore big corporations ruin what we have here. God would want you to protect what he created for us. Please represent us, please advocate for the people. Or be prepared to be voted out.</p>	A32.29VV
46479	Corvi, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela Corvi</p>	A32.3A; A32.3F
50552	Corwin, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Andrea Corwin	
52189	Corwin, Vicki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vicki Corwin</p>	A32.3A; A32.3F
53993	Cospito, Athena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Athena Cospito</p>	A32.3A; A32.3F
51176	Cossa, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Cossa</p>	A32.3A; A32.3F
50678	costa, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael costa</p>	
41752	Costa, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Costa</p>	A32.3A; A32.3F
40590	costantini, quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, quinn costantini</p>	A32.3A; A32.3F
51640	Costanzo, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Costanzo</p>	A32.3A; A32.3F
47363	Costello, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Costello</p>	
45327	Costello, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Costello</p>	A32.3A; A32.3F
50598	Costello, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Costello</p>	A32.3A; A32.3F
44047	Costello, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Costello</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48735	Cote, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Cote</p>	A32.3A; A32.3F
40302	Cottam, Jennifer	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.29VV
44528	Cottam, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Cottam</p>	A32.3A; A32.3F
47835	Cotten, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Cotten</p>	A32.3A; A32.3F
55758	Cotter, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Cotter</p>	
55951	Cotter, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Cotter</p>	A32.3A; A32.3F
56184	cotterell, cannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cannon cotterell</p>	A32.3A; A32.3F
49547	Cottle, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Cottle</p>	A32.3A; A32.3F
55987	Cottle, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Cottle</p>	
41641	Cottle, Daren	<p>Thank you for this opportunity to comment on the Assessment of the Roadless Area Conservation Rule. LCC transportation will always be a challenge in winter, and as this winter showed, no transportation plan (including a billion dollar + gondola) can fully overcome 64 slide paths and significant snow. I will add my voice to the large contingent of canyon lovers dismayed that a gondola could be built in violation of the spirit and letter of the Roadless Area Conservation Rule. Building gondola towers and access points through IRA's adjacent to wilderness will cause significant and irreversible harm. UDOT now has one last chance to back away from this publicly funded boondoggle that only benefits 2 private businesses in a single industry. Please take advantage of this chance avoid simply moving the traffic problem into the valley while ignoring the fundamental problem of exceeding the carrying capacity of a very small area.</p>	A32.3A; A32.3H
46785	Cotton, Elaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elaine Cotton</p>	A32.3A; A32.3F
45231	Cotton, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Cotton</p>	A32.3A; A32.3F
54111	Cottrell, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Cottrell</p>	
52721	Cottrell, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Cottrell</p>	A32.3A; A32.3F
52522	Cottrell, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Cottrell</p>	A32.3A; A32.3F
41155	Coudray, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Coudray</p>	A32.3A; A32.3F
39594	Coughlin, Trish	<p>I am against the Gondola option, it only serves two for profit entities. The enhanced bus service is a better option, more tax friendly and doesn't permanently scar the landscape and enhance private for profit entities.</p>	A32.29VV
46853	Coulter, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Coulter</p>	
50475	Coulthurst, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Coulthurst</p>	A32.3A; A32.3F
41917	Coursey, Gary	<p>The roadless area rule was implemented specifically to " protect air and water quality, biodiversity, and opportunities for personal renewal are highly valued qualities of roadless areas. Conserving inventoried roadless areas leaves a legacy of natural areas for future generations."</p> <p>A gondola would be the complete opposite of this and would harm LCC fragile ecosystem. Furthermore there are only a few exceptions to bypassing the roadless rule and a gondola is not exempt from those conditions. The LCC gondola does not qualify based on the Forest service descriptions/exemptions to the rule.</p> <p>However a more improved bus system as well as snow sheds over the canyon does follow the roadless rules and would have minimal impact to roadless areas.</p>	A32.3F; A32.3G
48566	Courson, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Courson</p>	A32.3A; A32.3F
49159	Court, Ashlan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlan Court</p>	
46120	courts, Blaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blaine courts</p>	A32.3A; A32.3F
41019	Coury, Zach	<p>There are many reasons why the gondola is an extremely misguided suggestion to "fix" Little Cottonwood's congestion. first off, it is a service that exclusively benefits private companies Alta and Snowbird, but is payed for by Utah's taxpayers. Second, it won't do anything to fix issues or reduce traffic. This historic avalanche cycle from early april is an excellent example. If the gondola had even been able to survive the onslaught of major avalanche debris, theres no way it would have opened at any time during that period due to the need to have the road open to check on it. There are tons of other reasons why I am against the gondola, but I will keep it brief.</p>	A32.29VV
42531	Cousins, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Cousins</p>	A32.3A; A32.3F
47430	Coutts, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, James Coutts	
45532	Covin, Olivia	<p>To whom it may concern,</p> <p>Please take the time to listen to the citizens of this country. This is public land that is meant to be protected. This is not the solution. Man continues to put his mark on nature and we have neared witness to the consequences of our actions.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Covin</p>	A32.3A; A32.3F
39886	Covington, Adrien	The gondola is the way to go.	A32.29VV
39241	Covington, Adrien	I prefer the gondola.	A32.29VV
49798	Covington, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Covington</p>	A32.3A; A32.3F
49558	Covington, Hayes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayes Covington</p>	A32.3A; A32.3F
44592	Cowan, Brian	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Cowan</p>	
43883	Cowan, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Cowan</p>	A32.3A; A32.3F
40144	Cowan, Michelle	<p>Scenario #1 Heavy snowfall + canyon closure + resort interlodge (guests confined to buildings) Will a gondola eliminate waiting? Absolutely not. UDOT says the gondola would not operate under interlodge conditions. Even if a gondola were to operate, riders would not be allowed to move through the resort and, as important, the lifts would not be operating.</p> <p>Scenario #2 Heavy snowfall + canyon closure + active avalanche mitigation Will a gondola eliminate waiting? Doubtful. A gondola has to remove cabins prior to mitigation activity. During mitigation, the gondola cannot operate during the use of active explosives. Operators have to inspect all cables and systems, and then, replace cabins before loading passengers. If there is no or minimal avalanche run out to the road, vehicles will be moving before the gondola inspection is complete.</p> <p>Scenario #3 Heavy snowfall + canyon closure + delayed opening</p> <p>Will a gondola eliminate waiting? No. Canyon closures create vehicle backup and gridlock on Wasatch Blvd. Cars will be queuing to get in the gondola parking garage. Then another queue to buy tickets. And you guessed it, another queue to wait in line to get to your gondola cabin. Once passengers are finally standing in that gondola cabin, you wait for a 30-40 min ride up the canyon. Think Snowbird Tram lines on a busy powder day, and that's a lot shorter distance than the gondola and only snowbird customers. At least you have other ski lift options to get you up the mountain if the Snowbird tram is a 2hr wait.</p> <p>Scenario #4 Heavy snowfall + canyon open post-avalanche mitigation + resort heavy snow accumulation</p> <p>Will a gondola eliminate waiting? No. There will be waiting at the resorts as described above. In addition, it can take a day or more for a resort to be fully dug out and safe to operate. At best there may be fewer and lower elevation lifts operating and the waiting time will be long, like we've experienced this year.</p> <p>GONDOLA FACTS The Gondola can't operate in winds in excess of 60 mph of which there has been a significant amount this year The Gondola can't operate during/following incidents of thunder and lightning which exist regularly in LCC The Gondola is impacted by rime ice which shut down the tram for 2 1/2 days</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The Gondola is subject to the same mechanical and operator problems of any “wire rope and pulley” device. This has caused many lifts to shut down or be delayed this year</p> <p>Reality: LCC is a very unique canyon. It’s topography helps create some of the greatest snow on earth, as well as an occasional transit challenge. It comes with the territory. Congestion this year is an outlier. Our record snowfall coupled with UTA reducing ski bus service by over 2/3 has pushed people into private cars which has increased traffic exponentially. On average years a dozen or less closures happen per year with wait time totaling 56 hours. UDOT plans to build snow sheds prior to any gondola construction. They project snow sheds will drop closures to as few as 4 per year and reduce closure time to as little as 2 hours total.</p> <p>Bottom line: A gondola would not be needed.</p> <p>The gondola is not the panacea promoters want you to think it is. It would cost you the taxpayer \$1.4 billion dollars, benefiting only two private businesses. It also moves congestion to the mouth of the canyon instead of away from the canyon.</p>	
43325	Cowan, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Cowan</p>	A32.3A; A32.3F
41046	Cowan, Scott	<p>I can't understand for the life of me, why the Gondola is still being considered for Little Cottonwood Canyon.</p> <p>First, It simply does not make any financial sense nor does it do anything to alleviate the overall problem in the canyons which is strictly tied to capacity.</p> <p>Two, looking at it from strictly a business standpoint, the only benefit to a Gondola solution is PERCEPTION on the part of the resorts. I pulled Both Alta and Snowbird D&B reports and they can't even begin to make a financial business case for investing that much money into a construction project like this because it simply makes no financial or economic sense whatsoever and any responsible fiscal manager would shoot this project down without a second look.</p> <p>Third, The biggest issue facing the canyons is simply capacity and putting up a billion dollar boondoggle to bring more people into the canyon for a very short period of time also makes no sense whatsoever as once word gets out that lines to get to the mouth of the canyons are long, lines at the resort to get on the lifts are long and your actual time on the slopes is diminished due to the larger crowds, the supply side economics of this equation will see a natural decline in demand as people will look for other alternatives that give them much greater utility (satisfaction) for their dollars at other resorts.</p> <p>Fourth, The pure cost of people using the gondola will price a lot of folks out of the market as spending an extra \$100.00 per day for a family of 4 to ride up and down the mountain on top of the lift pass will make this even a more elitist activity and will continue to drive down local numbers which the resorts can't afford to do.</p> <p>Fifth, going back to the capacity issue, having a flexible transportation system that can scale up when busy and scale down during low demand times makes far more sense than tying up a fixed cost infrastructure that does not or would not get used at capacity for the vast majority of the year. Flex trans buses would be the more economical and best use alternative if we keep wanting to cram more people up the canyons.</p> <p>Sixth, aesthetic desirability, there is nothing aesthetically appealing or enhancing that would warrant putting concrete towers and stringing cables in certainly one of the most beautiful and pristine canyons in the US at the expense of maintaining natures beauty, This one argument alone should be enough of a compelling reason to dump this horrific idea.</p> <p>I could go on and on about the reason why this idea makes no financial sense, makes no environmental sense etc. and why we should not destroy the natural beauty of the canyon, but the simple truth is that if you just step back and remove the local politics from the equation, The gondola is simply a poor excuse to stroke certain peoples egos, use pubic monies to line the pockets of developers who only have their own egotistical and financial interests that will be padded at the expense of destroying our canyons, putting up a failed concept and pricing the vast majority of people who would be best be served by less expensive alternatives for the short periods of time additional transportation capacity might be needed.</p> <p>Enough already, stop this insanity, it will be another very expensive, failed public policy decision much like the dormant pumps that were deemed so necessary for the Great Salt Lake.</p> <p>We simply can't afford to say hindsight is 2020 on this project, it is a bad idea from the start, so stop trying to make justifications that go against every lick of common sense.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42506	Cowan, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Cowan</p>	A32.3A; A32.3F
52521	Cowdell, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Cowdell</p>	A32.3A; A32.3F
40315	Cowdell, Jason	<p>How many days a year (excluding 2022/23) is there a "significant" delay? Less than 40? Does this justify the expense and permanent change to the canyon? Don't widen the road and add sheds and bus lanes. Don't build a gondola, permanently change the view and burden the tax base. Let the market figure it out. Encourage Alta and Snowbird to incentivize car pooling for parking privileges. The State/County should not enforce the solution. We The People will figure it out.</p> <p>Sincerely,</p> <p>Jason Cowdell (life-long Salt Lake County resident and 40+ year skier at Alta and Snowbird)</p>	A32.29VV
40085	Cowie, Eliza	<p>Don't use air quality as an excuse for bad public policy.</p> <p>I write to urge UDOT to reconsider their stance on Gondola B as the preferred alternative in Little Cottonwood Canyon. In their original Environmental Impact Statement, UDOT noted that Gondola B will "improve air quality, protect the watershed, and increase the quality of life for residents and canyon users by reducing traffic congestion" as well as reduce in-canyon emissions by 56%. However, this proposal does little to directly address air quality, especially as it relates to transportation emissions, and will cost Utahns over \$550 Million to just get off the ground. This proposal retracted a provision that would include public transportation to parking areas, in lieu of 1,000 more parking spaces, and its end stage does little to restrict cars going up the canyon. As our friends at Save Our Canyons stated, by widening the road and simply adding a gondola, UDOT is encouraging more cars to go up the canyon, not less.</p> <p>UDOT's purpose in studying the gondola was addressing skier traffic. It wasn't to ask what was best for Little Cottonwood. And it wasn't to solve the Wasatch Front's air quality challenges. If Utah wants to address air quality, let's spend the cost of the gondola—\$550 million—on real transportation solutions with broad benefits, like an emissions-free FrontRunner. But don't use air quality as an excuse for bad public policy.</p>	A32.29VV
52786	Cowley, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Cowley</p>	
46073	Cowley, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Cowley</p>	A32.3A; A32.3F
46178	cox, Destiny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Destiny cox</p>	A32.3A; A32.3F
48789	cox, Harlan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harlan cox</p>	A32.3A; A32.3F
53819	Cox, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Cox</p>	
43389	cox, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie cox</p>	A32.3A; A32.3F
44597	Cox, Kerry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerry Cox</p>	A32.3A; A32.3F
52194	Cox, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Melanie Cox	
50655	Cox, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Cox</p>	A32.3A; A32.3F
52553	Cox, Morgann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgann Cox</p>	A32.3A; A32.3F
43063	Cox, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Cox</p>	A32.3A; A32.3F
40451	Cox, Peyton	<p>You know this is a roadless area. You know you will be building roads through it. You know the damage it will cause to the environment, the watershed, our community. You know most people don't want this.</p> <p>You are standing up against our community, our city, and saying you don't care. You are saying you are here for the money.</p>	A32.3A; A32.3F
55443	Cox, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Cox</p>	
45967	Cox, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Cox</p>	A32.3A; A32.3F
52157	Cox, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Cox</p>	A32.3A; A32.3F
40215	Coy, Chris	<p>If this winter doesn't show you why we should not have a gondola then I don't know what will. A massive avalanche taking out of the towers is possible. The gondola is a terrible idea and not supported by the masses and tax payers. Please do not destroy LLC due to corporate greed. Use toll roads, more busses and make each resort build more parking.</p>	A32.29VV
47087	Coy, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Josh Coy	
47554	Coyle, Charity	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charity Coyle</p>	A32.3A; A32.3F
40021	Coyle, Chris	Stop! What you are doing and thinking about makes 0 logical sense. The amount of money, the waste, the destruction of beautiful land and watershed. STOP! There are other options. Please do not give in to the small corporate greed that will benefit and think about our kids, and their kids. Busses, public transport, carpooling, or a toll road are many things that could be done to mitigate the traffic issue. A gondola is not one of them. Stop! Thank you	A32.29VV
48943	Coyle, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Coyle</p>	A32.3A; A32.3F
44302	Coyle, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Coyle</p>	A32.3A; A32.3F
44555	Coyne, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dave Coyne</p>	
46704	Coyne, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Coyne</p>	A32.3A; A32.3F
41798	Cozzens, Garrett	<p>To whom it may concern,</p> <p>I heavily oppose any and all consideration against the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Cozzens</p>	A32.3A; A32.3F
40815	Cozzens, Skyler	<p>A gondola has no place in our canyons. The gondola should not be exempt from the roadless rule. UDOT should focus on a solution that will serve all canyon users and not cause irreparable damage to such an amazing canyon. UDOT should also be serving utahns and creating solutions that locals (the taxpayers) are in support of rather than pushing a terrible proposal forward that would only serve 2 ski resorts. Not only will the gondola deface and destroy many other areas within the canyon but construction puts all of utahs drinking water sourced from LCC at great risk from construction and the hazards that arise through a project of this size and time length. I am not in support of the gondola and hope that you'll listen to the people who call utah home and who hold a great love for the canyons in our hearts.</p>	A32.3A
55225	Cozzens, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Skyler Cozzens	
50936	Crabb, Bethany	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bethany Crabb	A32.3A; A32.3F
49131	Crabb, Erica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erica Crabb	A32.3A; A32.3F
50908	Crabb, Kaleb	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaleb Crabb	A32.3A; A32.3F
39373	crable, jan	Why do we continue to threaten our wildlife and their designated areas? please do NOT infringe on our wildlife by putting gondolas in the roadless area.	A32.3A
40570	Crafa, James	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Crafa</p>	
46141	Craft, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Craft</p>	A32.3A; A32.3F
51117	Crager, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Crager</p>	A32.3A; A32.3F
56064	Cragun, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Cragun</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48482	Cragun, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Cragun</p>	A32.3A; A32.3F
42793	cragun, kendelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kendelle cragun</p>	A32.3A; A32.3F
45385	Craig, George	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, George Craig</p>	A32.3A; A32.3F
46028	Craig, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Craig</p>	
48505	Craigie, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Craigie</p>	A32.3A; A32.3F
46492	Craigie, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Craigie</p>	A32.3A; A32.3F
47852	Craigie, Makenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenna Craigie</p>	A32.3A; A32.3F
43954	Craighead, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Craighead</p>	
52011	Crain, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Crain</p>	A32.3A; A32.3F
49728	Cramer, Bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bella Cramer</p>	A32.3A; A32.3F
52291	Cramer, Hilary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilary Cramer</p>	A32.3A; A32.3F
40412	Cramer, Julie	Dear Sir and Madam,	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		I am a resident of the Little Cottonwood Creek area. I am very opposed to a gondola being installed in Little Cottonwood canyon just to please the big companies and skiers. You are doing great damage to this magnificent place if you follow through on this plan.	
40881	Cramer, Tyler	This is a joke. Why are you building this thing? It will hurt the environment and ecosystem in the Cottonwoods. You are turning Utah into Europe!	A32.29VV
43208	Crandall, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Crandall</p>	A32.3A; A32.3F
46429	Crandall, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Crandall</p>	A32.3A; A32.3F
42900	Crandall, Roxanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roxanne Crandall</p>	A32.3A; A32.3F
54885	Crandus, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzie Crandus</p>	
54680	Crane, Alisse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisse Crane</p>	A32.3A; A32.3F
48374	crane, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb crane</p>	A32.3A; A32.3F
50680	Crane, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Crane</p>	A32.3A; A32.3F
49843	Crane, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Crane</p>	
49836	Crane, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Crane</p>	A32.3A; A32.3F
50663	Crane, Houston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Houston Crane</p>	A32.3A; A32.3F
50998	Crane, Jaclyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jaclyn Crane	
47118	Crane, Janelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janelle Crane</p>	A32.3A; A32.3F
49511	Crane, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Crane</p>	A32.3A; A32.3F
45376	Cranney, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Cranney</p>	A32.3A; A32.3F
50338	Cranston, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Cranston</p>	
39309	Crass, Cindy	<p>Why assume buses will run on diesel? If UDOT had a real commitment to buses there would be new efficient ones. Also a dedicated bus lane could stop at trailheads in the summer and also be used for biking. I am really suspicious of UDOT motives</p>	A32.10G
49146	Cratch, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Cratch</p>	A32.3A; A32.3F
53851	Craun, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Craun</p>	A32.3A; A32.3F
45865	Crawford, Elias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elias Crawford</p>	A32.3A; A32.3F
52031	crawford, lexie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lexie crawford</p>	
55701	Crawford, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Crawford</p>	A32.3A; A32.3F
49209	Crawford, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Crawford</p>	A32.3A; A32.3F
45660	Creager, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, David Creager	
52336	Creamer, Diane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project!! There are lower cost alternatives. My husband & I own a home in SLC proper and Alta. We have happily ridden the bus many times and would love to see that option increased rather than limited. It is efficient and affordable. Many of my family members love riding the bus.... There is no need to mar the beauty of LLC with a gondola, when busses and avalanche sheds can be implemented.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>More busses, more stops, please. Let's put our money towards preserving the Great Salt Lake which will impact all Utahans!</p> <p>Regards, Diane Creamer</p>	A32.3A; A32.3F
49723	Creer, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Creer</p>	A32.3A; A32.3F
49987	Creer, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Creer</p>	A32.3A; A32.3F
48351	CREGEUR, KIMBERLY	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KIMBERLY CREGEUR</p>	
52195	Creighton, Ethne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethne Creighton</p>	A32.3A; A32.3F
54570	Crews, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Crews</p>	A32.3A; A32.3F
44654	Crews, Stevie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stevie Crews</p>	A32.3A; A32.3F
54575	Crezee, Maddison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddison Crezee</p>	
56009	Criddle, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Criddle</p>	A32.3A; A32.3F
46179	Crigler, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Crigler</p>	A32.3A; A32.3F
52783	Crist, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Claire Crist	
55179	Crist, Donna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donna Crist</p>	A32.3A; A32.3F
41254	Crist, Gwen	I am very opposed to the gondola as a transportation alternative in Little Cottonwood Canyon. This is a very expensive boondoggle for the rich and for the ski resorts and will lead to reduced access, degraded water quality, and permanent ecological damage to the ecosystem of the canyon. Please do not approve this plan for the gondola! There are better, less impactful, more equitable solutions to the traffic problems in the canyon, including more busses, timed access, carpooling, and more. The gondola is not the answer and will lead to a decreased quality of life for everyone along the Wasatch Front due to degraded water and environmental impacts.	A32.29VV
47643	Cristobal, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Cristobal</p>	A32.3A; A32.3F
42761	Criswell, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Criswell</p>	A32.3A; A32.3F
39496	Crittenden, Cameron	The Gondola is a terrible idea. The new reports and renderings look hideous and will destroy the last part of Salt Lake that is still beautiful. Do not make this mistake.	A32.29VV
47833	Crittenden, Missy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Missy Crittenden</p>	
55576	Crivello, Tom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tom Crivello</p>	A32.3A; A32.3F
52043	Crockett, Ashlenne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlenne Crockett</p>	A32.3A; A32.3F
39235	Crockett, Kristopher	<p>I went to Switzerland this year. Gondolas were everywhere! I believe it is a mistake to put one in LCC. The time required to get to the mountain on a gondola was substantially higher. A large number of people still chose to ride the buses or drive to the base of the resort, so honestly the traffic was still there anyway. The lines to get on and off the gondolas at the beginning and end of the day were crazy long! I'm sure it will affect property values. Gondolas went right over peoples houses. We could literally see right in peoples homes and wave to them as we flew overhead. I truly believe the best solution is to widen the road. Make street parking near the resort illegal and force the resorts to build parking garages to alleviate the street parking. That was also normal in Switzerland. All of the resorts had multi story parking garages. Put that cost on the resort, since they are the ones profiting from all of the crowds. Snowbird had its best financial year ever in 2021/2022. Make them put up the necessary garages.</p>	A32.29VV
55966	Crockett, Thaddeus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thaddeus Crockett</p>	
44643	Croft, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Croft</p>	A32.3A; A32.3F
50227	Crofts, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Crofts</p>	A32.3A; A32.3F
44550	Crofts, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Crofts</p>	A32.3A; A32.3F
55496	Croll, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Croll</p>	
56225	Crompton, Constance	<p>Gondola, greed and promotional potential all must be informed by wisdom, reason and environmental considerations. GROWTH and BIG \$\$\$\$\$ for resorts equal greed. Why mess with this magnificent and irreplaceable environment? Do you want Little Cottonwood to look like Aspen, or so many other overused and uninspired resort areas? Is unbridled GREED "The Utah Way"? There are other solutions. Please pay attention, think of the future, our future.</p> <p>Constance Crompton [REDACTED]</p>	A32.29VV
43405	crompton, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie crompton</p>	A32.3A; A32.3F
51067	Crone, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I do not believe the effects to the water supply, already under threat due to a changing climate, have been thoroughly considered in this proposal. I additionally do not think public money should be put toward a project that will, by and large, benefit private companies. Finally, I do not think the current recreation value and loss of that value from this project have been considered carefully. This is an irresponsible and disrespectful use of Utah's resources and a net loss for the state.</p> <p>Regards, Erin Crone</p>	A32.3I A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51194	Croney, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Croney</p>	A32.3A; A32.3F
49100	Cronin, Deirdre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deirdre Cronin</p>	A32.3A; A32.3F
52052	Cronin, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Cronin</p>	A32.3A; A32.3F
41984	Cronin, Tom	<p>I do not think the gondola plan is the best alternative when considering the project economics, the impact to roadless areas, and the impact to air quality.</p> <ol style="list-style-type: none"> 1. Economics - while I believe that UDOT has a good idea of road construction costs, I don't believe they have a very good idea of gondola construction. I fully expect that the capital cost of the gondola project to go way up. 2. Roads will have to be built or expanded to accommodate construction of towers and to provide maintenance access to gondola towers and emergency access to gondolas. Therefore the road impact was underestimated. 3. The air quality impact from buses is overestimated and should not be used as a justification for operating an electrically powered gondola. Whether the buses are fueled by diesel, gasoline, or propane is irrelevant because all three fossil fuels have a significant carbon footprint and thus they represent worst case scenarios for busses. Based on trends within the automotive market, it is highly likely that all buses will be electrically powered by 2030. Therefore, the favorability of the bus/snowshed alternative should improve because the carbon 	A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>footprint is on par with an electrically powered gondola. It certainly cannot be considered worse for air pollution than the gondola. Furthermore it is also probable that these buses will be autonomously driven so the labor cost for so many buses will be much less than estimated.</p> <p>In summary, start work on the snow sheds since that will have to be done anyway. Then see where the technology goes before locking in on the next phase of construction.</p> <p>Thank you.</p>	
47437	crook, nolan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nolan crook</p>	A32.3A; A32.3F
54480	Crook, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Crook</p>	A32.3A; A32.3F
41710	Crookston, Laurie	<p>I read the editorial in the Desert News about having a train instead of a Tram and completely agree with that idea.</p> <p>I think using a train to be a much better option. It would be less expensive, as trains have historically been used there before, it can haul more people and not interfere with the spectacular mountain views . I consider trains to be less of an eyesore than Trams; not to mention how badly Trams can affect the birds and their flight patterns in the canyons.</p> <p>Trains are also generally less expensive to use for the general population than trams and are less dangerous. (Remember the American pilot flying too low and taking out a tram full of people in Italy 1-2 years ago?) human error, for sure, but still a risk.</p> <p>Also, Being crowded in a tram is a far more claustrophobic experience, in my opinion, and many people don't tolerate heights. (Yes, even skiers can have some fears with heights- I know this personally) Short Trams are great for small groups heading up the mountain within the resort, but a canyon Tram doesn't make sense when a train could work even better Seriously, I could go on.</p> <p>Thank you for patience and attention to my input. (It was written in haste.)</p>	A32.29VV
41709	Crookston, Laurie	<p>I think using a train to be a much better option. It would be less expensive, as trains have historically been used there before, haul more people, not interfere with the Mountain View's and be less of an eyesore; not to mention what a Tram could do to the birds in the canyons. Trains are generally more affordable than trams as well and are less dangerous.</p>	A32.29VV
40563	Crookston, Laurie	<p>I read the editorial in the Desert News about having a train instead of a Tram and completely agree with that idea. If ever the written truth resonated with me, it was when I read the article.</p> <p>I think using a train to be a much better option than building a Tram. It would be less expensive, as trains have historically been used up the canyon before, and we already have a rail</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>system up and going. A train also can haul more people and not interfere with the spectacular mountain views . I consider large canyon Trams to be a great eyesore, not to mention how badly Trams can affect birds and their flight patterns in the canyons.</p> <p>Trains are also generally less expensive to use for the general population than trams and are less dangerous. (Remember the American pilot flying too low and taking out a tram full of people in Italy a couple of years ago?) human error, for sure, but still a risk.</p> <p>Also, Being crowded in a tram is a far more claustrophobic experience, in my opinion, and many people don't tolerate heights. (Yes, even skiers can have some fears with heights- I know this personally) Short Trams are great for small groups heading up the mountain within the resort, but a canyon Tram doesn't make sense when a train could do the job better Seriously, I could go on.</p> <p>Thank you for patience and attention to my input. (It was written in haste.)</p>	
41703	Crookston, Laurie	<p>Thank you. This is Laurie Kristen and I will probably send a text to elaborate a little more but I am calling to protest a tram of Little Cottonwood Canyon and I have several reasons, but just to be on the record and I'm hoping that we can just you get inundated with these protests. Thank you. I'm I'm happy that we have a way to to protest it and I will send you my text.</p>	A32.29VV
41707	Crookston, Laurie	<p>I read the editorial in the Desert News about having a train instead of a Tram and completely agree with that idea. If ever the written truth resonated with me, it was when I read the article.</p> <p>I think using a train to be a much better option than building a Tram. It would be less expensive, as trains have historically been used up the canyon before, and we already have a rail system up and going. A train also can haul more people and not interfere with the spectacular mountain views . I consider large canyon Trams to be a great eyesore, not to mention how badly Trams can affect birds and their flight patterns in the canyons.</p> <p>Trains are also less expensive to use for the general population than trams and are less dangerous. (Remember the American pilot flying too low and taking out a tram full of people in Italy a couple of years ago?) human error, for sure, but still a risk.</p> <p>Also, Being crowded in a tram is a far more claustrophobic experience, in my opinion, and many people don't tolerate heights. (Yes, even skiers can have some fears with heights- I know this personally) Short Trams are great for small groups heading up the mountain within the resort, but a canyon Tram doesn't make sense when a train could do the job better. Seriously, I could go on.</p> <p>Thank you for patience and attention to my input. (It was written in haste.)</p>	A32.29VV
44394	Crosby, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Crosby</p>	A32.3A; A32.3F
42069	cross, kale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, kale cross	
43251	Cross, Lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Cross</p>	A32.3A; A32.3F
49361	Crossen, Calder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calder Crossen</p>	A32.3A; A32.3F
52940	Crossley, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Crossley</p>	A32.3A; A32.3F
40375	Crossley, Michelle	UDOT fails to note significant impacts on USFS land, omitting the impacts of construction, paving, and new road construction on federal land in inventoried roadless areas, including an EPA superfund site. Given these errors and omissions in the UDOT NEPA process, I urge the USFS to conduct its own EIS and issue its own ROD to accurately represent and prevent these impacts to federal land and inventoried roadless areas. The USFS ROD needs to recommend against a gondola constructed in Little Cottonwood Canyon. How many times do the local taxpayers need to tell UDOT NO GONDOLA!!! If these resorts want a gondola, let them come up with a better solution and THEY PAY FOR IT!	A32.3G; A32.3H; A32.I
44446	Crot, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Crot</p>	
41183	Crotty, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Crotty</p>	A32.3A; A32.3F
44364	Crotzer, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Crotzer</p>	A32.3A; A32.3F
53756	Crouse, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Crouse</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53709	crowder, natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, natalie crowder</p>	A32.3A; A32.3F
49080	Crowder, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Crowder</p>	A32.3A; A32.3F
50614	Crowder, Twyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Twyla Crowder</p>	A32.3A; A32.3F
42988	Crowe, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Crowe</p>	
43403	crowell, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah crowell</p>	A32.3A; A32.3F
55328	Crowfoot, Ammon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ammon Crowfoot</p>	A32.3A; A32.3F
46243	Crowley, Cadan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cadan Crowley</p>	A32.3A; A32.3F
47072	Crowley, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Crowley</p>	
41718	crowley, josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, josh crowley</p>	A32.3A; A32.3F
48762	Crowson, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Crowson</p>	A32.3A; A32.3F
49969	Crum, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Crum</p>	A32.3A; A32.3F
42578	Crump, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Crump</p>	
53631	Crump, Jaycie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaycie Crump</p>	A32.3A; A32.3F
42912	Crumrine, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Crumrine</p>	A32.3A; A32.3F
43769	Crumrine, Kaya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kaya Crumrine	
41100	Cruse, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Cruse</p>	A32.3A; A32.3F
47582	Crutcher, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Crutcher</p>	A32.3A; A32.3F
45903	Crutchfield, Bree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bree Crutchfield</p>	A32.3A; A32.3F
42358	Cruz, Adam	If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.	A32.10G
42103	Cruz, Breanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanne Cruz</p>	
39339	Cruz, Timothy	<p>There is literally no need for a gondola. The so-called benefits for avalanche control days are minimal compared to just focusing on increased bus service and incentivizing alternative transportation more, rather than investing in an option that is overly expensive for limited use. You could make a mobility hub at the historic sandy station (parking garage) and increased bus service, toll the road, and make more money and more of an impact than building a gondola. The gondola is waste of money.</p>	A32.29VV
41609	Cryan, Wendy	<p>The gondola would violate the roadless rule and many of the things that make LCC special such as clean water, wildlife and so many recreational opportunities would disappear and future generations would be deprived of endless natural areas. Please explore other options, such as electric busses, which I can support. Thank you for considering alternatives. The gondola is not viable on many fronts</p>	A32.3A
49953	Crystal, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Crystal</p>	A32.3A; A32.3F
43003	Crystal, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Crystal</p>	A32.3A; A32.3F
50347	Cuenca, Denise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Denise Cuenca</p>	
49219	Cuesta, Daniela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniela Cuesta</p>	A32.3A; A32.3F
53608	Cueva, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Cueva</p>	A32.3A; A32.3F
46866	Cuff, Jaiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaiden Cuff</p>	A32.3A; A32.3F
48969	Cuka, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Cuka</p>	
40507	Culbert, Heather	I am opposed to the gondola. This is a poor solution to a complex problem that will cause irreversible damage to pristine outdoor areas.	A32.29VV
45165	Cullimore, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Cullimore</p>	A32.3A; A32.3F
45068	Cullimore, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Cullimore</p>	A32.3A; A32.3F
44011	Cullinan, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Cullinan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56136	Cullinane, Phillip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phillip Cullinane</p>	A32.3A; A32.3F
54871	cullings, meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, meg cullings</p>	A32.3A; A32.3F
56325	Cullison, Santana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Santina Cullison</p>	A32.3A; A32.3F
45619	Cummings, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ben Cummings	
47504	Cummings, Chloe	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Chloe Cummings	A32.3A; A32.3F
39728	cummings, jeremy	Please no Gondola in LCC. It's path is in a federally protected roadless area. The evidence is firm. I suspect that even if the gondola is approved, there will be legal challenges which will add to the already high cost of the gondola.	A32.29VV
51661	Cummings, Kelly	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kelly Cummings	A32.3A; A32.3F
53249	Cummings, Kylin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kylin Cummings	A32.3A; A32.3F
42862	Cummings, Sarah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Cummings</p>	
50994	Cundick, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Cundick</p>	A32.3A; A32.3F
51749	Cundiff, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Cundiff</p>	A32.3A; A32.3F
53850	cunningham, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget cunningham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55248	Cunningham, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Cunningham</p>	A32.3A; A32.3F
51288	Cunningham, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Cunningham</p>	A32.3A; A32.3F
46334	Cunningham, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Cunningham</p>	A32.3A; A32.3F
45807	Cunningham, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Cunningham</p>	
48771	Cunningham, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Cunningham</p>	A32.3A; A32.3F
43345	cunningham, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate cunningham</p>	A32.3A; A32.3F
49033	Cuomo, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Cuomo</p>	A32.3A; A32.3F
41930	Cupples, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Cupples</p>	
48990	Curley, Alexia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexia Curley</p>	A32.3A; A32.3F
47926	curley, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin curley</p>	A32.3A; A32.3F
52926	Currie, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Currie</p>	A32.3A; A32.3F
55664	Curry, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Curry</p>	
54750	Curtin, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Curtin</p>	A32.3A; A32.3F
52663	Curtis, abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abigail Curtis</p>	A32.3A; A32.3F
55438	Curtis, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brad Curtis	
46672	Curtis, Brittanica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittanica Curtis</p>	A32.3A; A32.3F
46103	Curtis, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner Curtis</p>	A32.3A; A32.3F
43953	Curtis, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Curtis</p>	A32.3A; A32.3F
43285	Curtis, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Curtis</p>	
44819	Curtis, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Curtis</p>	A32.3A; A32.3F
54326	Curtis, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Curtis</p>	A32.3A; A32.3F
41818	Curtis, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Curtis</p>	A32.3A; A32.3F
43923	Curtis, Pawl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pawl Curtis</p>	
43549	Curtis, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Curtis</p>	A32.3A; A32.3F
53878	curtis, reagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, reagan curtis</p>	A32.3A; A32.3F
55776	Curtis, Reese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reese Curtis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49801	Curtis, Ryen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryen Curtis</p>	A32.3A; A32.3F
51374	Curtis, Shauna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shauna Curtis</p>	A32.3A; A32.3F
53056	Curtright, Marion	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marion Curtright</p>	A32.3A; A32.3F
47166	Cushing, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Cushing</p>	
51772	Cushing, Madison	<p>To whom it may concern,</p> <p>As a Utah resident who frequents our beautiful SLC based canyons, I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Cushing</p>	A32.3A; A32.3F
44621	Cushman, Lorenz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorenz Cushman</p>	A32.3A; A32.3F
50924	Cusick, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Cusick</p>	A32.3A; A32.3F
54311	Cusick, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Cusick</p>	
41624	Cutak, EJ	<p>██████ you w/ the 17 boxes you make someone check to verify you're not a robot. The only people writing in are those who vastly object because we know it's going to be ram-rodged down our throats regardless of what the people want. In case it wasn't clear I OBJECT!</p>	A32.29VV
39557	Cutak, EJ	<p>No, no, no, no, no, no... Male those who use the can pay for whatever solution that's decided upon.</p>	A32.29VV
40284	cutak, gene	<p>Spend \$500mil or more to preserve the play ground of the rich or the play ground of the naturalists who don't spend any money on anything else.</p>	A32.29VV
50715	Cuthbert, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Cuthbert</p>	A32.3A; A32.3F
48499	Cutler, Breana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breana Cutler</p>	A32.3A; A32.3F
55260	Cutler, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Christina Cutler</p>	
54393	Cutler, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Cutler</p>	A32.3A; A32.3F
51238	Cutler, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Cutler</p>	A32.3A; A32.3F
51365	Cutler, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Cutler</p>	A32.3A; A32.3F
50973	Cutler, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Cutler</p>	
49365	Cutler, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Cutler</p>	A32.3A; A32.3F
45317	Cutler, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Cutler</p>	A32.3A; A32.3F
43014	Cutrone, TJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, TJ Cutrone</p>	A32.3A; A32.3F
42145	Cwikiel, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Cwikiel</p>	
52385	Cyr, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Cyr</p>	A32.3A; A32.3F
41973	Czaja, Ben	<p>The gondola option only provides a solution to a small group of people who are traveling to a very specific locations in only one canyon. I think increased amount of buses would be the solution that helps more people. I think if you tolled both big cottonwood and little cottonwood it would decrease the car traffic and would increase bus timings in the canyon. Dedicated bus travel ways at the resorts would also significantly increase the ease of using the bus. The tolls for cars should be used to fund the busses. Creating faster buses more that are not stuck in car traffic would be the sensible solution. Please don't make an solution for Alta and snowbird be a solution for all of little and big cottonwood and the surrounding neighborhoods of cottonwood heights.</p>	A32.29VV
47695	Czajkowski, Abeni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abeni Czajkowski</p>	A32.3A; A32.3F
42658	Czapla, Canyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Canyon Czapla</p>	
40970	Czech, Edward	Please don't ruin LLC by creating a tax payer funded gondola that will only stop at 2 resorts. This will ruin the skyline of the canyon yet will not deal with any of the traffic issues that are currently faced. No taxpayer boondoggle for destroying the canyon.	A32.29VV
50206	Czenczek, Krysha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krysha Czenczek</p>	A32.3A; A32.3F
46109	Czerwinski, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Czerwinski</p>	A32.3A; A32.3F
53064	Czosek, Kaeli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaeli Czosek</p>	A32.3A; A32.3F
39258	D North, J	I support enhanced bus lanes and service, in addition to proper avalanche shed roof tunnels and paid only private auto parking.	A32.29VV
50864	D, Haley	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley D</p>	
47237	D, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily D</p>	A32.3A; A32.3F
40193	d, Lyn	PROTECT Little Cottonwood Canyon and the entire Wasatch Range	A32.29VV
42209	D. Wightman, Christina	<p>There's honestly no right answer to this complex problem, and there's no way to know what the future holds, for our planet or for our climate. I live in Salt Lake now, but I'm a Canadian, from British Columbia. There's a few things that stick out for me.</p> <p>I know first hand how amazing having snow sheds is. And how well they work. When there's only one road that connects one half of your country to the other, you have to keep it open. TransCanada highway, Rogers Pass. What I didn't see on the show shed fact sheet was how many hours and wages are currently used for snow clearing when there's an avalanche over the road. Seems to me like it's an awful lot.</p> <p>Snow sheds will reduce road closure time, so that traffic can continue to flow.</p> <p>What about selective widening? For busses, and other transportation operations and shuttles. The other week we were waiting at a park and ride, for the canyon to open, and we saw all the shuttles go by 20 mins before the road officially opening, and I loved that! Please, send all the busses and shuttles up first, what incentive to take the shuttles! If I had have known that we would have taken the shuttle! We had a full car though, so don't worry, I sure wasn't driving up solo. I digress.</p> <p>Again, as a rural Canadian, we have a boat load of single lane roads, in some whack places, where there's maybe a passing lane every once in a while, when there's room, not between the cliff and the creek. In my experience, even a couple of more passing lanes would be an immense help. Or even some more pullouts for slower cars to pullover and let others by. There recently was a campaign in BC to encourage slower vehicles to pull aside and let cars go by, good signage with ample lead time before the pullout, and signage at the pullout, as well as a media campaign. It works.</p> <p>A few select passing lanes could be dedicated bus and shuttle passing.</p> <p>To be honest, I used to take the bus all the time, love it. Love the ease of not having to park, being able to walk right up to the lift. So easy. Over the last two years it's become awkward and dumb to get up and down the canyon, that I seem to ski elsewhere a lot.</p> <p>The terrible other drivers is a huge factor as well. Not sure how any canyon traffic problem can be solved without addressing this is something we should talk about more as well.</p> <p>What's drivers ed like in this state? Why are rental cars allowed up the canyon? Make it something like Hawaii, where rental cars aren't allowed 'off-road' which includes any non-paved</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>road! Or like in western Canada, if you put 4 (real) winter tires on your vehicle for the winter you get major vehicle insurance discounts.</p> <p>It's a cultural shift, which no doubt is the hardest shift, but come on, the other week we got behind someone in a 1990's 2 wheel drive sedan, with one chain on, on the passenger front wheel, and the driver was hanging out the window with their snow brush cleaning off the windshield as they were driving up!! Come on!</p> <p>The gondola isn't going to get the rental cars and the terrible drivers off the roads, it's not going to benefit everyone, and it's not going to stop avalanches from happening...sounds like it's not good for anything.</p> <p>My point is that this is a complex problem and is going to need more than one blanket solution to be effective no matter what action is taken. I think some more thought needs to go into the more qualitative questions/options around driver and vehicle capabilities, perceptions of time and access to get up and down the roads, perceived hassles and our individual experiences.</p> <p>Many thanks for reading/listening, and even opening up for comments. Much appreciated.</p> <p>Christina</p>	
51008	Dabrowski, Angelica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelica Dabrowski</p>	A32.3A; A32.3F
55226	Dacus, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Dacus</p>	A32.3A; A32.3F
49989	Dae, Lisa	<p>To whom it may concern,</p> <p>Stop the gondola! Expand luxury buses and added resort lockers! Parking reservations, and incentives for carpooling are the way. Try this first!!!</p> <p>I ski multiple times a week. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service (!) with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Dae</p>	
42568	Daetwyler, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Daetwyler</p>	A32.3A; A32.3F
54244	Dafler, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Dafler</p>	A32.3A; A32.3F
49818	dag, Karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karina dag</p>	A32.3A; A32.3F
46968	Dahl, Charlie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Dahl</p>	
52477	Dahl, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Dahl</p>	A32.3A; A32.3F
42402	Dahle, Haley	<p>Please stop trying to ram this gondola through. The public has spoken. Multiple times. We don't want it! We are so lucky in this city to have Little Cottonwood Canyon, an amazing wilderness setting, just minutes from the city. Being able to quickly escape into nature is a major draw for many people that live here. The gondola will ruin the wilderness, the watershed, the climbing, the hiking, and wildlife living there. Please stop. There's got to be a human being in UDOT somewhere that understands how bad this idea is. And the worst part of it all is that it won't help traffic. It'll just clog up the resorts with more people. People will still drive unless they have either can't or have reasonable motivation not to. A \$50-100 gondola ticket with the same travel time as sitting in traffic isn't motivation. Give us plentiful parking and a mandatory shuttle that comes at frequent, dependable schedules. Have the bus stop at backcountry trailheads too. Run thru summer and winter. The shuttle system in Zion is amazing. Allow only residents and essential employees to drive personal vehicles. At the very least, add tolls for single passenger vehicles. Enforce traction laws! Increase bus service. All these easy, cheap options out there that you refuse to even try.</p>	A32.29VV
43662	Dahlgren, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Dahlgren</p>	A32.3A; A32.3F
55708	Dahlgren, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Dahlgren</p>	
41382	Dahlgren, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Dahlgren</p>	A32.3A; A32.3F
44457	Dahlgren, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Dahlgren</p>	A32.3A; A32.3F
45471	dahlin, jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jeff dahlin</p>	A32.3A; A32.3F
50515	Dahlstrom, Bethany	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Dahlstrom</p>	
48917	Daigle, elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, elise Daigle</p>	A32.3A; A32.3F
45312	Dailey, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Dailey</p>	A32.3A; A32.3F
39624	Daily, Julie	<p>Allowing a Roadless Rule exception must always be upheld. If in an exception is sought it must be subject to extreme scrutiny. UDOT did not even seek an exception, just ignored them. Such brazen action should lead to even deeper examination, not simply turning a blind eye.</p>	A32.29VV
45735	Daily, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Daily</p>	
50776	Daines, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Daines</p>	A32.3A; A32.3F
47640	Daines, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Daines</p>	A32.3A; A32.3F
52914	daines, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia daines</p>	A32.3A; A32.3F
55806	Daines, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Daines</p>	
39981	Dainton, Jack	I strongly believe a gondola in LCC would directly violate the Roadless Rule and negatively impact wilderness areas. Please provide documentation that it will not	A32.3A
55926	Dale, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Dale</p>	A32.3A; A32.3F
45319	Dale, Kali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kali Dale</p>	A32.3A; A32.3F
40213	Dale, Robin	Do this: An enhanced bus system, with 2 lanes going up during morning rush hour and 2 lanes coming down during afternoon rush hour, just like traffic on the West side is routed. A toll is also a good idea. Gondola? super stupid.	A32.29VV
56139	Dale, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Zachary Dale	
44373	Daley, Brendan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendan Daley</p>	A32.3A; A32.3F
41562	Daley, Lillian	The gondola would be in violation of the Roadless Rule. Roadless areas must be protected from development and a gondola shouldn't be considered an exception. I am concerned about the construction of a gondola ruining a protected area by negatively impacting outdoor recreation such as hiking and climbing, animal habitats, and our watershed.	A32.3A
56082	Daley, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Daley</p>	A32.3A; A32.3F
45853	Dalgleish, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Dalgleish</p>	A32.3A; A32.3F
50344	Dalgleish, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Dalgleish</p>	
50622	Dall, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Dall</p>	A32.3A; A32.3F
56002	dalle, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla dalle</p>	A32.3A; A32.3F
50350	Dalley, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Dalley</p>	A32.3A; A32.3F
41528	dalli, claire	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, claire dalli</p>	
52550	Dallon, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Dallon</p>	A32.3A; A32.3F
51604	Dalton, Chance	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I work at Snowbird and participate in a myriad of activities throughout the canyon, it is painfully obvious the intent of this is to pad the pockets of land investors at the mouth of canyon, as well the upper executives of the ski resorts. Your solutions does nothing to resolve the problem of traffic and does nothing more than move the problems further into the neighborhoods disrupting the lives of everyone that will life in the general vicinity of the parking garage. That God knows will fill up before you can take your precious dollar signs and tax dollars to the resort. You blatantly ignore obvious solution including snow sheds and limiting traffic up the canyon while expanding public transportation outside of a novelty attraction being put in to drum up press and a slogan "Ride the world's longest Gondola" like some kind of cheap amusement park! I cannot wait to see the hotel city pop up around the base of the gondola as Salk lake city resort. The damage you will do the canyons natural beauty and activities enjoyed by hundreds of thousands every year is irresponsible and categorically greedy. I know that this means nothing the logistics have been shown and ignored as back door and open and plain donations have clouded the judgement of the powers at be for reprehensible lobbyists looking to profit off Tax Payer dollar. Ignoring the will of the people is categorically un-American and undermines the entire process of Democracy!</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chance Dalton	
43310	Dalton, Penelope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Penelope Dalton</p>	A32.3A; A32.3F
43849	Dalton, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dalton</p>	A32.3A; A32.3F
39334	Daluga, Kyle	Build the gondola! But make it a bus hub like aspen ruby park! No cars! No parking! No drop off! Bus only	A32.29VV
39332	Daluga, Kyle	Build the gondola! Safer and more reliable! Don't let the fear mongerers win	A32.29VV
39333	Daluga, Kyle	Build the gondola but make sure to have it become a traffic nightmare! No parking! No cars! just a bus hub! And the the buses every 5-10 minutes! Then have buses come from all over	A32.29VV
48883	Daluz, Mark-Ivan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark-Ivan Daluz</p>	A32.3A; A32.3F
40499	Dalzell, Hattie	I support the enhanced bus service alternative. It is a more cost effective solution that will still greatly reduce traffic and still protect public lands without the negative impacts of a gondola system.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41145	Dalzell, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Dalzell</p>	A32.3A; A32.3F
49718	Damarjian, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Damarjian</p>	A32.3A; A32.3F
51906	Dame, Staci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Staci Dame</p>	A32.3A; A32.3F
41687	Damon, Kevin	<p>Having reviewed the additional information, I continue to see UDOT's approach to Little Cottonwood Canyon as offering a series of very expensive solutions which will limit access to recreational opportunities for many current users. In some cases the possible "improvement" eliminates a recreational area. In other cases it denies access to a current recreational area. In every case the solution is expensive. In every case with an estimated transit time, it would at least double the current time it takes me to reach Albion Basin. In the case of the Gondola, it is a fixed capacity system locking in single ingress / egress options at great cost and no future flexibility. It appears to benefit UDOT much more than it benefits Little Cottonwood Canyon users.</p> <p>The FHWA requirement to evaluate the bus alternatives using only diesel powered buses at their maximum service life looks like an attempt to prejudice any decision against the bus alternative. If the bus alternative needs to be so hobbled, will UDOT also evaluate the Gondola alternatives using the most optimistic and Utopian assumptions possible – say the gondola will be powered by renewable energy sources and built entirely of reclaimed materials making both material and operating costs negligible for the life of the system? That would seem a fine way to prejudice the decision making process to reach a Gondola conclusion.</p>	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Changes to the access of LCC should improve access. These alternatives all impede or slow access. They do not improve it.	
43454	Dana, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Dana</p>	A32.3A; A32.3F
45273	Dana, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Dana</p>	A32.3A; A32.3F
45604	Dance, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Dance</p>	A32.3A; A32.3F
39780	Dance, Heather	I live east of wasatch. Traffic has never been so crazy. Creating a Gándola to get up the canyon would not change traffic. It would keep it horribly the same, or increase it. It works move the snake from the canyon further down the canyon (on wasatch and every artillery road to get to wasatch). The idea it would help traffic is completely false! The math in Packing thousands of people to get up the canyon and down is flawed and doesn't add up. Please bring the buses back, add tolling, snow sheds, or tunnels with the amount of money the gandola works cost. Please listen to the people!! Do not destroy our canyon.	A32.29VV
56020	Danelski, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Danelski</p>	
56029	Danelski, Colten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colten Danelski</p>	A32.3A; A32.3F
56059	Danelski, D	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, D Danelski</p>	A32.3A; A32.3F
56021	Danelski, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Danelski</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56010	Danelski, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Danelski</p>	A32.3A; A32.3F
56089	Danelski, Perry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perry Danelski</p>	A32.3A; A32.3F
53487	Danforth, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Danforth</p>	A32.3A; A32.3F
41763	D'Angelo, Domenic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Domenic DAngelo</p>	
48803	Daniel, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Daniel</p>	A32.3A; A32.3F
54458	Danielou, Romain	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Romain Danielou</p>	A32.3A; A32.3F
49430	Daniels, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Daniels</p>	A32.3A; A32.3F
54959	Daniels, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailee Daniels</p>	
44689	Daniels, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Daniels</p>	A32.3A; A32.3F
46200	Daniels, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock Daniels</p>	A32.3A; A32.3F
52911	Daniels, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Daniels</p>	A32.3A; A32.3F
42710	Daniels, Palmer	<p>To whom it may concern,</p> <p>We have had a number of comment periods that have shown a majority of down votes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>for the gondola. Please listen and act on other alternatives for LCC. The gondola does not solve our issues/creates new issues and major costs for the tax payers of Utah, many of which do NOT ski at the private resorts. Listen to the people!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Palmer Daniels</p>	
48176	danielson, ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ashley danielson</p>	A32.3A; A32.3F
45991	Danielssen, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Danielssen</p>	A32.3A; A32.3F
40513	Dankmyer, Taylor	<p>I was excited to see the EIS further examine the alternatives' impact to IRAs in Little Cottonwood Canyon.</p> <p>The overall summary shows that the bus options are less impactful than the gondola. While all have an impact, bus impact is quite low.</p> <p>Given that we know there will be still some impact regardless of the alternative chosen, I still strongly support an option for expanded and expedited bus service. I was and still am a proponent of adding an additional (bus only) lane - even if we just added one lane that was used for uphill traffic in the morning and downhill traffic in the morning.</p> <p>Understanding that i likely not the choice UDOT will make, I still strongly support the bus.</p>	A32.3H

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>When it comes to impact on IRAs in the canyon, the Gondola is shown to have more impact by your own analysis + the analysis for the gondola strangely/regrettably leaves out any excavation that needs to be done for building gondola towers. It is claimed much of the work can be done by helicopter, but excavation work cannot be done via helicopter. It must be on the ground. That means some impact to IRAs and potentially even short term (or permanent roads to the gondola towers. This is an odd miss when it comes to the analysis on the roadless rule.</p> <p>Also, when it comes to maintenance of the towers, I imagine that can't be done via helicopter either. This means many access roads for the towers.</p> <p>All that said, I oppose the gondola strongly still. Beyond its impact to the canyon covered in this latest update/comment period, it is too narrow in focus, too disconnected from the rest of SLC's plans for buses and other transit options. A bus can always scale up a down very easily, unlike a gondola. This plus snow sheds, which are extremely popular in parts of Canada and around the world, would also help. Expand the number of buses that run per hour on rush hour + close the road to just busses and staff during rush periods. We can do so much so much quicker with a bus than compared to a gondola that will take years and years to build.</p> <p>Even better, Consider a bus connecting from all parts of the city to the canyon to make cross city public transit much easier!</p>	
40986	Dansie, Michael	<p>I'm writing to express my concern about the proposed plan to build a gondola in Little Cottonwood Canyon. This plan would have a severe negative impact on the ecosystem, environment, and air quality of the canyon. The Roadless Area Conservation Rule and the Air Quality Supplemental Information Technical Report would both be violated if this plan were to be implemented. I urge you to consider the consequences of this plan and to find an alternative solution that will protect the canyon and its resources. Thank you for your time and consideration.</p>	A32.3A
47483	Dansie, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dansie</p>	A32.3A; A32.3F
51536	Dansie, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Dansie</p>	A32.3A; A32.3F
44092	Dant, Raechel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raechel Dant</p>	
46833	Danylchuk, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Danylchuk</p>	A32.3A; A32.3F
43994	DApice, Dominic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominic DApice</p>	A32.3A; A32.3F
43959	DApice, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan DApice</p>	A32.3A; A32.3F
43588	Darby, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Darby</p>	
53047	Darby, Madelin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelin Darby</p>	A32.3A; A32.3F
43677	Darby, Sloane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sloane Darby</p>	A32.3A; A32.3F
50297	Darger, Angelina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelina Darger</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53678	Darger, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Darger</p>	A32.3A; A32.3F
42193	Darling, Ethan	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities	A32.3A
55386	Darling, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Darling</p>	A32.3A; A32.3F
42279	Darling, Lisa	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
56085	Darling, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Darling</p>	
40792	Darling, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Darling</p>	A32.3A; A32.3F
55385	Darling, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Darling</p>	A32.3A; A32.3F
56080	Darling, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Darling</p>	A32.3A; A32.3F
42282	Darling, Mike	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	
45466	Darrow, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Darrow</p>	A32.3A; A32.3F
48509	Darrow, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Darrow</p>	A32.3A; A32.3F
40692	Darvish, Sanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sanna Darvish</p>	A32.3A; A32.3F
42814	Dashwood, Dominique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominique Dashwood</p>	
54312	Dasilva, Matisse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matisse Dasilva</p>	A32.3A; A32.3F
41188	Dassing, Rusty	<p>Why was the EIS limited to alternatives that did not include Trax up the existing rail line in LCC? This solution was found, by the much more inclusive analysis by Mountain Accord, to be the best option for mitigating traffic problems not just in LCC but also in Big Cottonwood Canyon and the Wasatch Back.</p> <p>Lawsuits to come, regardless of which alternative is selected, will certainly feature the fundamental flaw of this EIS of not presenting a comprehensive range of alternatives. At a minimum this should help hold up implementation of any decision until an avalanche risk reducing, economical, all community inclusive and environmentally compliant solution such as Trax is included.</p> <p>Please register these comments as a call for a better range of alternatives in the likely to come EIS do over.</p>	A32.29VV
52929	Datzman, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Datzman</p>	A32.3A; A32.3F
53964	Dautel, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Dautel</p>	
44600	Davenport, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Davenport</p>	A32.3A; A32.3F
53770	Davenport, Jeanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeanne Davenport</p>	A32.3A; A32.3F
54246	Davey, Autumn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Autumn Davey</p>	A32.3A; A32.3F
47816	Davey, Bryce	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Davey</p>	
46024	davey, caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, caden davey</p>	A32.3A; A32.3F
47621	Davey, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Davey</p>	A32.3A; A32.3F
50927	Davey, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kelli Davey	
39792	Davey, Kelli	Building the gondola definitely impacts our mountains in a severely negative way and violates the no road law.	A32.3A; A32.3F
51267	Davey, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Davey</p>	A32.3A; A32.3F
47720	David, Jourdan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jourdan David</p>	A32.3A; A32.3F
51150	David, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel David</p>	A32.3A; A32.3F
41840	Davidson, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Davidson</p>	
47759	Davidson, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Davidson</p>	A32.3A; A32.3F
53405	davidson, Cathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cathy davidson</p>	A32.3A; A32.3F
52393	Davidson, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Davidson</p>	A32.3A; A32.3F
50395	Davidson, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Davidson</p>	
44994	Davidson, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Davidson</p>	A32.3A; A32.3F
40829	Davidson, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Davidson</p>	A32.3A; A32.3F
49183	Davidson, shelbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, shelbi Davidson	
42507	Davies, Barnaby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barnaby Davies</p>	A32.3A; A32.3F
47623	Davies, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Davies</p>	A32.3A; A32.3F
42577	davies, maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maddie davies</p>	A32.3A; A32.3F
55284	Davies, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Bus services are fantastic and effective!</p> <p>Regards, Matt Davies</p>	
39861	Davies, Richard	<p>Minimum disruption to physical environment, air quality. No gondolas - unsightly and unbelievably expensive. So expensive that this option should be put to a vote of the people. Will electric buses work with recharging at top and bottom of route? Downhill braking will provide regenerative power.</p> <p>You need to find a better solution to the parking and traffic back-up problems for local residents. Charge a significant amount for personal vehicles, charge private car users but with exceptions for deliveries to the resorts, etc. Make cost of using the bus attractive. Have a bus route from downtown hotels to resorts.</p>	A32.3F; A32.10G
54145	Davies, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Davies</p>	A32.3A; A32.3F
46496	Davila, Ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ainsley Davila</p>	A32.3A; A32.3F
55589	Davila, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Davila</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45126	davis, abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abby davis</p>	A32.3A; A32.3F
45540	Davis, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Davis</p>	A32.3A; A32.3F
54497	Davis, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Davis</p>	A32.3A; A32.3F
51025	Davis, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Davis</p>	
48637	Davis, Asa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asa Davis</p>	A32.3A; A32.3F
48946	Davis, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Davis</p>	A32.3A; A32.3F
43231	Davis, Barrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barrett Davis</p>	A32.3A; A32.3F
54598	Davis, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna Davis</p>	
41477	Davis, Brett	<p>Please do not do the Gondola. It's not a scalable solution and only serves LCC, primarily in winter. Expanded buses, snow shed, extra lanes are a way better solution due to scalability for the future, serves both canyons, cheaper, etc. A train is also a really future proof solution cause it can be expanded throughout both canyons and into park city, and throughout salt lake city. As the SLC and park city areas develop into the future, a modern expansive train system would be ideal.</p>	A32.29VV
44103	Davis, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Davis</p>	A32.3A; A32.3F
44644	Davis, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Davis</p>	A32.3A; A32.3F
53433	Davis, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Davis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45131	Davis, Claire	<p>To whom it may concern,</p> <p>The Gondola is ridiculous, we could use the existing road and offer a shuttle service departing at the same rate as the gondola. Or enhance the bus services. Destroying natural areas is so unnecessary.</p> <p>Regards, Claire Davis</p>	A32.29VV
40505	Davis, Connor	<p>Hi UDOT,</p> <p>As a Utah taxpayer I would like to comment that I am against the Gondola solution. This solution is not equitable for all users and activities within LCC. I don't believe we should spend taxpayer dollars of the Utah citizens on a solution that benefits two private ski resorts and such a small percentage of our population. In addition a vast majority of the users will be tourist who are not subsidizing the cost of the gondola and gondola tickets. I believe the other solutions are much better and will ultimately keep the beauty of our canyon in tact for the next generations to enjoy. I also want to comment that we need to accept the fact that our canyons can only handle so much traffic and providing a way to allow more people up the canyon will only hurt this precious resource.</p>	A32.29VV
49385	Davis, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Davis</p>	A32.3A; A32.3F
56051	Davis, Dylan	<p>To whom it may concern,</p> <p>As a Salt Lake native, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>This proposed project getting so far with so much public opposition is a clear failure of governance in the Salt Lake valley. People who care about the outdoors and the mountains that surround the valley are the future of Utah, and construction of this gondola would leave a long lasting stain on the majority of the public's opinion on the Utah government as a whole.</p> <p>In addition, the gondola neglects the problem of the canyon next door, Big Cottonwood canyon. This season the ski traffic in Big Cottonwood has been as bad if not worse than that in Little Cottonwood. The Wasatch needs a comprehensive solution for both canyons.</p> <p>Please do not wait until the late 2030s to fix the traffic problem in the Cottonwoods. There are solutions that could be implemented by next season that would largely solve the issue.</p> <p>Regards, Dylan Davis</p>	A32.29VV
48613	Davis, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Davis</p>	
39868	Davis, Eli	DO NOT BUILD THE GONDOLA! It would violate the roadless rule in addition to negatively impacting the wilderness areas for human recreation, animal life, and our watershed.	A32.29VV
49059	Davis, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Davis</p>	A32.3A; A32.3F
45640	Davis, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Davis</p>	A32.3A; A32.3F
47863	Davis, Emmalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmalee Davis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52527	Davis, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Davis</p>	A32.3A; A32.3F
45645	Davis, Ginna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ginna Davis</p>	A32.3A; A32.3F
39617	Davis, Greg	<p>First, let me make it clear that I truly believe our comments mean absolutely nothing other than to appease our frustration with udot and snowbird. How can you even consider a Gondola that is only going to serve 2 to 3% of the population only stop at private ski resort, snowbird and Alta it's not going to run during the summer it's not going to solve a traffic issue at the base of the canyon,(it will actually make it worse) and how dare you put more on the taxpayers we are already paying enough. My property tax went up 100 bucks this year. It's gone up \$300 in the last several years. you are pricing us out of our own communities. No one wants your gondola except for you the only person it benefits, is you. the only one that stands to profit off of this is you do not put this ██████ gondola up the peoples canyon (not snowbird) nobody that lives near the mouth of the canyon that wants it. Most of the people that live far from the canyon. Don't want it. The mayors in council people do not want it. ██████ u. We do not want it. Don't do it!!!!</p>	A32.29VV
41689	Davis, Greg	<p>Just say no to Gondola gate. What a scam. Destroy canyon. Ignore locals. Don't u dare put this on tax payers. My ██████ mortgage already goes up enough for school property taxes. 100 this yr alone. Soon u will price me out if my house. No gondola. No one wants except snowbird. 2% of Utah residence will use it. Doesn't stop at any trails. Will not run during avalanche control including the week canyon was shut down.</p>	A32.29VV
47715	Davis, Greta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greta Davis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41807	Davis, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Davis</p>	A32.3A; A32.3F
52240	Davis, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hillary Davis</p>	A32.3A; A32.3F
50179	Davis, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Davis</p>	A32.3A; A32.3F
49777	Davis, Janelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janelle Davis</p>	
50748	Davis, jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jenna Davis</p>	A32.3A; A32.3F
53638	Davis, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Davis</p>	A32.3A; A32.3F
55077	Davis, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Davis</p>	A32.3A; A32.3F
51322	Davis, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Davis</p>	
39875	davis, jeremy	The gondola is not a good idea. It would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.29VV
45670	Davis, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Davis</p>	A32.3A; A32.3F
45172	Davis, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Davis</p>	A32.3A; A32.3F
41757	Davis, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Davis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47170	Davis, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Davis</p>	A32.3A; A32.3F
52397	Davis, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Davis</p>	A32.3A; A32.3F
50152	Davis, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Davis</p>	A32.3A; A32.3F
51294	davis, Kaeli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaeli davis</p>	
44491	Davis, Kailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailey Davis</p>	A32.3A; A32.3F
45253	Davis, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Davis</p>	A32.3A; A32.3F
47450	Davis, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Davis</p>	A32.3A; A32.3F
49624	Davis, Kellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellen Davis</p>	
43563	Davis, Korben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Korben Davis</p>	A32.3A; A32.3F
47013	Davis, Larisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larisa Davis</p>	A32.3A; A32.3F
49591	Davis, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Davis</p>	A32.3A; A32.3F
50891	Davis, Mandy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandy Davis</p>	
54241	Davis, McKay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKay Davis</p>	A32.3A; A32.3F
52507	Davis, Merrill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Merrill Davis</p>	A32.3A; A32.3F
49076	Davis, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Michaela Davis</p>	
55884	Davis, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Davis</p>	A32.3A; A32.3F
54627	Davis, Nico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nico Davis</p>	A32.3A; A32.3F
45146	Davis, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Davis</p>	A32.3A; A32.3F
48667	Davis, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Davis</p>	
46937	Davis, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Davis</p>	A32.3A; A32.3F
51325	Davis, Robyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn Davis</p>	A32.3A; A32.3F
49572	Davis, Ron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ron Davis</p>	A32.3A; A32.3F
41425	Davis, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Davis</p>	
49477	Davis, Sally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sally Davis</p>	A32.3A; A32.3F
41399	Davis, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Davis</p>	A32.3A; A32.3F
43722	Davis, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Davis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43357	Davis, Sheridan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheridan Davis</p>	A32.3A; A32.3F
52308	Davis, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Davis</p>	A32.3A; A32.3F
53632	Davis, Storm	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Storm Davis</p>	A32.3A; A32.3F
50054	Davis, Tamara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tamara Davis</p>	
52391	Davis, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie Davis</p>	A32.3A; A32.3F
42067	Davis, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Davis</p>	A32.3A; A32.3F
47709	Davis, Zev	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zev Davis</p>	A32.3A; A32.3F
42910	Davison, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Davison</p>	
45998	Davison, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Davison</p>	A32.3A; A32.3F
55725	Davitch, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Davitch</p>	A32.3A; A32.3F
55728	Davitch, Paula	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paula Davitch</p>	A32.3A; A32.3F
55727	Davitch, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Davitch</p>	
55644	davot, Clément	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clément davot</p>	A32.3A; A32.3F
50707	Daw, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Daw</p>	A32.3A; A32.3F
44408	Dawson, Brandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brandi Dawson</p>	
43529	Dawson, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Dawson</p>	A32.3A; A32.3F
42720	Dawson, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Dawson</p>	A32.3A; A32.3F
51359	Day, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Day</p>	A32.3A; A32.3F
52498	Day, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Day</p>	
51853	Day, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Day</p>	A32.3A; A32.3F
39809	day, joe	<p>As has been said by all opponents of this project, this is a bad idea that favors the resorts and no one else. They need people to access their product (snowy mountains with lift access) and they are the ones that will capitalize from the project. Therefore they should be the ones to fund it. I do not take part in resort activities and prefer human powered activity. There is absolutely no thought on my type of recreationalist. I will be very upset if any of my tax dollars are used to help Snowbird and Alta (=BAD NEIGHBORS) to get people to their resorts for their profit. They need to fatten the pot somehow and give locals the American right to access their public lands. Best case scenario would be to shut them down and return the land to the wild and make it all a wilderness area. Bottomline is its their problem, that they created, and they should be responsible for fixing this problem along with the funds to make it happen. Just my 2 cents along with everybody else's.</p>	A32.29VV
49458	Day, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Day</p>	A32.3A; A32.3F
56035	Day, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kim Day</p>	
51093	Day, Laurel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurel Day</p>	A32.3A; A32.3F
46276	Day, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Day</p>	A32.3A; A32.3F
43575	day, lucile	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lucile day</p>	A32.3A; A32.3F
39986	Day, Nancy	<p>Widening the road in Little Cottonwood Canyon would truly destroy much more of the canyon. I am in favor of the none Road alternative (gondola) which absolutely makes the best sense.</p>	A32.29VV
43616	Day, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Day</p>	
56037	Day, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Day</p>	A32.3A; A32.3F
48636	Day, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Day</p>	A32.3A; A32.3F
48848	Day, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Day</p>	A32.3A; A32.3F
54634	Daynes, Maren	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Daynes</p>	
40771	Dayton, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Dayton</p>	A32.3A; A32.3F
46298	Dayton, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Dayton</p>	A32.3A; A32.3F
45322	Dayton, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Katie Dayton	
44845	Dayton, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Dayton</p>	A32.3A; A32.3F
53826	Dayton, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Dayton</p>	A32.3A; A32.3F
56065	DAzzena, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura DAzzena</p>	A32.3A; A32.3F
49400	De Boer, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley De Boer</p>	
40904	de Caetani, Libby	Please do not build a gondola in Little Cottonwood Canyon. It will do too much damage to the watershed during construction and not solve enough issues to justify it.	A32.29VV
47152	de Guzman, Phebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phebe de Guzman</p>	A32.3A; A32.3F
56023	De La Cruz, Adrian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrian De La Cruz</p>	A32.3A; A32.3F
54066	De La Mare, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire De La Mare</p>	A32.3A; A32.3F
53900	de Neergaard, Sev	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sev de Neergaard</p>	
40199	de Nevers, Renee	<p>The proposed gondola is a terrible idea. It is difficult to imagine building a gondola in Little Cottonwood Canyon without causing a significant negative impact on the existing roadless areas and wildlife. The gondola should not get an exception to existing prohibitions on road building in wilderness areas that will have permanent and negative consequences. The aim should be less impact on a fragile and overstressed environment, not more! There are already too few places than can be preserved, and this should be a high priority. As to alternatives, electric busses seem like a far better idea, and don't create an enormous new structure that is a potential eyesore in a beautiful place. Please don't do this!</p>	A32.29VV
53830	de souza, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole de souza</p>	A32.3A; A32.3F
39708	De Vries, Blake	<p>The gondola would be an inappropriate use of tax-payer dollars and an unlawful overreach by the state government which invades the 2001 Roadless Rule for Little Cottonwood Canyon.</p> <p>Using taxpayers to fund a \$1B+ project that doesn't solve the issue and caters to two corporations for half of the year is entirely irresponsible and can be appropriately labelled a "taxpayer dollar fraud" as it, a) Does not represent what majority taxpayers desire b) Feeds the needs of two corporations rather than that of the citizens/payers</p> <p>c) Overreaches current rule</p> <p>Utah's governing bodies are becoming blinded with their unabashed craving for capitalistic economic growth, ignorance of public taxpayer opinion/need, and overreach of current policy. If the Gondola is approved, it will be a keystone example of our state government's democratic decay.</p>	A32.29VV
39731	De Vries, Kyle	I am against the gondola, and against any further talk about the gondola.	A32.29VV
41810	de Vries, Ryan	The Gondola is a dishonest decision to Utahns. The cost is way more than they first advertised and the impact on the canyon is very high. Utah does not want the Gondola. Please listen to our comments one of these rounds and realize it is not time for a gondola we don't have money for.	A32.29VV
46630	De, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea De La Paz</p>	
55090	De, Arno	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arno De Wacker</p>	A32.3A; A32.3F
52968	De, Clea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clea De Klerk</p>	A32.3A; A32.3F
50518	De, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole De Haan</p>	A32.3A; A32.3F
43604	de, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan de Jesus</p>	
50133	De, Faith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Faith De Leon</p>	A32.3A; A32.3F
48016	De, Jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaime De Visser</p>	A32.3A; A32.3F
43189	de, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline de longh</p>	A32.3A; A32.3F
52658	De, Marlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlin De May</p>	
47050	de, Sienna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sienna de Mik</p>	A32.3A; A32.3F
54546	Dean, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Dean</p>	A32.3A; A32.3F
46749	Dean, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Alexis Dean</p>	
43615	Dean, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Dean</p>	A32.3A; A32.3F
47793	Dean, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Dean</p>	A32.3A; A32.3F
56038	Dean, Mabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mabel Dean</p>	A32.3A; A32.3F
49005	Dean, Mattie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mattie Dean</p>	
42141	Dean, Spencer	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F; A32.10G
42143	Dean, Spencer	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadle</p>	A32.3A; A32.3F; A32.10G
40003	Dearden, Dan	<p>I am a skier and a rock climber. With all of the road closures we have seen this year, it's clear that just adding more busses won't solve the problem. How about if we do a scenario like they do in Zion National Park. Don't change the current road. To keep the road open, add the snow sheds. Then only allow employees, residents, and lodging guest to drive personal vehicles up the canyon. All others have to ride the busses. At first I didn't like the shuttles in Zion. But now I really like how they manage the crowds and the limited roads and parking up Zion canyon. Personally, I would really love to ride a gondola up the canyon. I just can't justify the cost and the possible tax burden it would put on those who do not use the canyon.</p>	A32.29VV
49683	Dearden, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Dearden</p>	
48871	Dearing, Maysen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maysen Dearing</p>	A32.3A; A32.3F
45723	Debellis, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Debellis</p>	A32.3A; A32.3F
52930	Debenham, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>GET YOUR GONDOLA OUT OF OUR ██████████ CANYON!! THIS IS BLASPHEMY! MADNESS! CHAOS! CLASS WAR! ENVIRONMENTAL RUIN! PLAYTHINGS FOR POMPOUS ██████████! YOU JUST TRY TO BUILD THIS THING, WE WILL NEVER LET YOU GET AWAY WITH IT!!!</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sam Debenham	
52282	Debenhan, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Debenhan</p>	A32.3A; A32.3F
46409	DeBlaey, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt DeBlaey</p>	A32.3A; A32.3F
43029	DeBlauw, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin DeBlauw</p>	A32.3A; A32.3F
40072	deboer, david	Has any of the analysis of the gondola reviewed the impact of an avalanche on the gondola. Can the gondola survive a direct impact from an avalanche?	A32.3F
48230	DeBusschere, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea DeBusschere</p>	
45275	DeCamp, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna DeCamp</p>	A32.3A; A32.3F
49684	Decker, Desiree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Desiree Decker</p>	A32.3A; A32.3F
41907	Decker, Holly	<p>No to the gondola which would benefit stakeholders more than the people who would be paying for a service they never use. Increase the bus system availability and upgrade the systems we already have in place.</p>	A32.29VV
55847	Decker, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Decker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47573	Decker, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Decker</p>	A32.3A; A32.3F
52828	Decker, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Decker</p>	A32.3A; A32.3F
42174	Decker, Timothy	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
44553	DeCotis, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly DeCotis</p>	
48368	DeCourcy, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn DeCourcy</p>	A32.3A; A32.3F
52334	Deem, Milo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Milo Deem</p>	A32.3A; A32.3F
53126	Deemer, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Deemer</p>	A32.3A; A32.3F
41966	Deeney, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Deeney</p>	
54141	Dees, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Dees</p>	A32.3A; A32.3F
48306	DeFilippis, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel DeFilippis</p>	A32.3A; A32.3F
41292	DeFord, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt DeFord</p>	A32.3A; A32.3F
54702	DeGemmis, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan DeGemmis</p>	
46366	Degenhart, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will likely not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Degenhart</p>	A32.3A; A32.3F
41822	DeGering, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie DeGering</p>	A32.3A; A32.3F
55127	Degiorgio, Joan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Joan Degiorgio</p>	
52435	DeGooyer, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke DeGooyer</p>	A32.3A; A32.3F
44886	DeGrandis, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan DeGrandis</p>	A32.3A; A32.3F
51264	DeGraw, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton DeGraw</p>	A32.3A; A32.3F
51964	DeHaan, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James DeHaan</p>	
56293	DeHart, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley DeHart</p>	A32.3A; A32.3F
48161	Dehner, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Dehner</p>	A32.3A; A32.3F
39814	Dehner, Charlie	<p>In Little Cottonwood Canyon, Portions of Twin Peaks and Lone Peak, as well as White Pine have been designated as Inventoried Roadless Areas (IRA's). The construction of the gondola would directly violate the Roadless Rule and have a negative impact on these wilderness areas. The Forest Service has stated that road construction, as well as timber harvesting, have been prohibited to protect these areas from the impacts of construction. The construction of a gondola would require implementing towers, angle stations and snowsheds. Vegetation would have to be cleared, and I imagine roads would have to be put in to access various construction sites throughout Little Cottonwood Canyon. UDOT has failed to asses how the construction of their gondola would violate the existing rules regarding IRA's. A \$1 Billion+ transportation project within the listed IRA's will negatively impact the watershed, wildlife and the wilderness areas themselves. NO GONDOLA</p>	A32.29VV
52489	Deiningner, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emma Deininger	
51556	Deitz, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Deitz</p>	A32.3A; A32.3F
52889	DeJong, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige DeJong</p>	A32.3A; A32.3F
49642	DeJulis, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia DeJulis</p>	A32.3A; A32.3F
40114	Del Fiol, Guilherme	<p>1) It is very unreasonable and unfair for Utah citizens to pay for any of these proposed improvements, given that a very small percentage of the Utah population ski in Snowbird and Alta. The gondola is the most unreasonable of all options since it only benefits those who ski and it will be useful only for a very small number of days during the year.</p> <p>2) This season's record snow fall will certainly raise arguments favoring the gondola, but this year's data can't be taken into account as the norm since it's a once in a lifetime event. We will likely be back to the new normal of 350 inches per season.</p> <p>3) Both the gondola and the lane expansion are expensive, patchwork solutions. The elephant in the room is that those two resorts cannot handle more people than they currently do. I don't see possible longterm solutions other than expanding the bus service to a certain extent and then limiting access.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48046	del, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn del Rio</p>	A32.3A; A32.3F
41931	DeLallo, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly DeLallo</p>	A32.3A; A32.3F
49065	delaney, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie delaney</p>	A32.3A; A32.3F
48564	Delaney, Kyan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyan Delaney</p>	
42791	DeLany, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter DeLany</p>	A32.3A; A32.3F
48217	DeLany, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will DeLany</p>	A32.3A; A32.3F
49417	Delello, Lani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lani Delello</p>	A32.3A; A32.3F
50246	deleon, Alejandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alejandra deleon</p>	
55014	Delgado, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Delgado</p>	A32.3A; A32.3F
53768	Delgado, Janah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janah Delgado</p>	A32.3A; A32.3F
46841	Delgado, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia Delgado</p>	A32.3A; A32.3F
53834	DElia, Gabriela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriela DElia</p>	
52859	Delilbasic, Sebina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebina Delilbasic</p>	A32.3A; A32.3F
50301	Dellermann, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Dellermann</p>	A32.3A; A32.3F
40519	Dellinger, Aidan	<p>We want to keep the air and scenery as it is to fully appreciate it. Do not let this happen to our beautiful canyon.</p>	A32.29VV
54243	Dellva, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Will Dellva</p>	
50650	Delmerico, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Delmerico</p>	A32.3A; A32.3F
45430	Delvie, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Delvie</p>	A32.3A; A32.3F
46580	DeMarco, Daisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daisy DeMarco</p>	A32.3A; A32.3F
49972	DeMarco, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria DeMarco</p>	
43945	DeMarco, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige DeMarco</p>	A32.3A; A32.3F
54442	DeMarco, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby DeMarco</p>	A32.3A; A32.3F
40734	DeMarino, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony DeMarino</p>	A32.3A; A32.3F
52938	Demars, Camrynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camrynn Demars</p>	
46459	DeMayo, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason DeMayo</p>	A32.3A; A32.3F
43198	DeMello, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack DeMello</p>	A32.3A; A32.3F
55534	Dementhon, Germain	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Germain Dementhon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45377	DeMercy, Haylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haylie DeMercy</p>	A32.3A; A32.3F
50914	Demik, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Demik</p>	A32.3A; A32.3F
48033	Demke, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Demke</p>	A32.3A; A32.3F
48639	Demkiw, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Demkiw</p>	
41881	Demyanek, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Demyanek</p>	A32.3A; A32.3F
53804	DenBraber, Deb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion.</p> <p>Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deb DenBraber</p>	A32.3A; A32.3F
56267	DenBraber, Deb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion.</p> <p>Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deb DenBraber</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42164	Dencic, Alex	<p>With the additional information provided, I believe it is more clear that the gondola is not the best proposed method of transportation for little cottonwood canyon.</p> <p>I would strongly prefer for UDOT to disincentivize private vehicle transport to ski resorts by not allowing private vehicle parking and offering a convenient and plentiful bus alternative (which was promised as a trial period but lacking this past season winter). The gondola is the most expensive, most limited and highest impact option presented all while failing to meet the needs of all canyon users.</p>	A32.29VV
41139	DeNee, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn DeNee</p>	A32.3A; A32.3F
46286	DenHartog, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drake DenHartog</p>	A32.3A; A32.3F
44082	DeNise, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam DeNise</p>	A32.3A; A32.3F
39787	Denna, Tate	I do not want a gondola built in Utahs roadless areas. It doesn't solve the traffic issues and is exorbitant in expense with taxpayers floating the bill to benefit two private businesses.	A32.29VV
53034	denney, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine denney</p>	
54760	Denning, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Denning</p>	A32.3A; A32.3F
41113	Dennis, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Dennis</p>	A32.3A; A32.3F
40344	Dennis, Pat	<p>After reading the recent article in the KSL, regarding the tunnel, and the assessment made early on I implore you to revisit all the options again. The gondola is a very expensive, destructive and quite possibly a poor alternative to getting people up the mountain. We all make mistakes, or do not have all the information we need at the time a decision is made. This is where, sticking your head in the sand versus standing up and saying I may have made a mistake means all the difference in the world to your constituents.</p> <p>If you can't sense, the rising tide of negativity around this decision, someone is miss informing you. I am absolutely sure there will be a certain population who will be deeply upset about backing down on the gondola, but the vast majority will sing your praises.</p>	A32.29VV
44838	Dennison, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Dennison</p>	
51766	Dennison, Gretchen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretchen Dennison</p>	A32.3A; A32.3F
55147	Denny, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Denny</p>	A32.3A; A32.3F
53096	Denruiter, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Denruiter</p>	A32.3A; A32.3F
54543	Densley, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Densley</p>	
48594	Densmore, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Densmore</p>	A32.3A; A32.3F
39297	Dent, Alan	<p>For the love of God, can we please not add a \$25 toll to simply drive the canyon? I just don't understand why this is thought of as a good idea to take more money from people's wallets to visit public lands that we already supposedly own collectively. At the very least, if you are going to toll, then please make allowances for car pooling, i.e., if you car pool with a certain minimum number of folks (e.g., three) the toll should absolutely be waived. PLEASE!!! If the intent is truly to reduce traffic in the canyon, then carpooling is a valid solution the stated problem. I already spend a gazillion dollars to ski at Alta, and now I have to pay for parking on the weekends, next I'll have to pay a \$25 to \$35 dollars toll, and that amount will escalate as the years go by. \$25, really? Why so expensive??? It should be like \$3 or \$5 max. if you are going to have a toll. And it simply is not a good option for me to bring my entire family with multiple small children by riding a bus while trying to carry all kinds of gear. This simply becomes a miserable experience for all involved and takes the enjoyment out of the visiting the canyon. Please figure out a way to not impose more cost and hassles on families that are trying visit and enjoy their canyon.</p>	A32.29VV
50068	Dent, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Dent</p>	A32.3A; A32.3F
44835	Dent, Catharine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catharine Dent</p>	
49088	dent, laurie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, laurie dent</p>	A32.3A; A32.3F
51668	Denton, Cecile	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cecile Denton</p>	A32.3A; A32.3F
48814	Denton, Jen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jen Denton</p>	A32.3A; A32.3F
50090	Denton, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Denton</p>	
56034	Denton, Layne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Layne Denton</p>	A32.3A; A32.3F
40850	Dentremont, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Dentremont</p>	A32.3A; A32.3F
49608	DePaola, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker DePaola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55244	Deppe, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Deppe</p>	A32.3A; A32.3F
52041	derkez, victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, victoria derkez</p>	A32.3A; A32.3F
54559	Deros, Perla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perla Deros</p>	A32.3A; A32.3F
44024	Derow, Jaxon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaxon Derow</p>	
45349	Derrick, Mieken	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mieken Derrick</p>	A32.3A; A32.3F
44263	Derrick, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Derrick</p>	A32.3A; A32.3F
42835	DeRuff, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine DeRuff</p>	A32.3A; A32.3F
50607	Desai, Reilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reilly Desai</p>	
42961	Desai, Shreya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shreya Desai</p>	A32.3A; A32.3F
47230	Desantis, Matthew	<p>To whom it may concern,</p> <p>Hello. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Desantis</p>	A32.3A; A32.3F
46646	Desautels, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Desautels</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43667	Deschenes, Annalise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annalise Deschenes</p>	A32.3A; A32.3F
49340	Desdames, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Desdames</p>	A32.3A; A32.3F
40580	DeShazo, John	<p>It seems we just stopped the Tree Farm Gravel Pit and now we are facing an unpopular gondola. I live in Huntsville, Alabama. We have a cabin at 7,000 feet elevation in Mt. Aire Canyon. Our family, comprised of our daughters, their husbands and a total of four grandchildren of ours live in Salt Lake City.</p> <p>I could tell you the story of Birmingham, Alabama and we moved to Huntsville, away from that rat trap. When I graduated from the University of Alabama School of Dentistry in 1964, the population of Birmingham was a bit over 600,000. Today it is 235,000. The reason the population has declined is related to the failure of City fathers to deal progressively with both a long standing civil rights issue and AIR POLLUTION.</p> <p>Salt Lake City has almost precisely the same problem with Birmingham in connection with air pollution, a valley surrounded by mountains that creates a temperature inversion in the valley. Nevertheless, Salt Lake City is worse because the mountains are higher and steeper. In addition, Salt Lake City has extreme dust producers in every pathway into and out of the city. In addition, we have in Salt Lake, a much greater potential for wildfire.</p> <p>The primary industry of Utah and Salt Lake City has gradually evolved into recreation. In addition, Salt Lake is evolving into a medical center for the region, same as Birmingham, At the same time, the enthusiasts for formation of a heavy construction industry seem to be growing on every tree. We have a wonderful place to live in Utah, yet population growers will do their darndest to import all the suffering of other overpopulated areas.</p> <p>I say, STOP. There is no cause to spend public money on a gondola. Let's do better to slow the growth of Salt Lake, lest we end with the Birmingham style of city with a murder a day. That is 365 murders a year. No one will venture downtown if we let that happen. We have in Salt Lake better ways to spend money than a gondola.</p> <p>Sincerely, John W. DeShazo, DMD</p>	A32.29VV
43854	DeSilva, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas DeSilva</p>	
52652	Desino, Brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenda Desino</p>	A32.3A; A32.3F
39723	Desino, Brenda	<p>I live in Cottonwood Heights, Utah and am writing to let you know that I strongly oppose the proposed gondola in Little Cottonwood Canyon. In addition to not solving traffic congestion, threatening our critical watershed, and not serving all users of the canyons, the gondola would be built in three federally protected Roadless Areas where road and recreational construction is typically prohibited.</p> <p>The three protected areas (Twin Peaks, Lone Peak, and White Pine Roadless Areas) would have their beautiful natural qualities diminished by eight gondola towers, snow sheds, angle stations, and extensive vegetation removal. This is an unacceptable proposition, and lower impact alternatives must be considered.</p> <p>Rather than diminishing the roadless characteristics of Little Cottonwood Canyon with gondola construction, I urge you to consider lower-cost solutions that utilize existing infrastructure, like enhanced bus service, carpooling incentives, enforcement of the traction law, and required reservations to park at ski resorts.</p> <p>After all of the widespread opposition from local constituents, communities, and public officials, I'm disappointed that the gondola is still being considered. Please continue to advocate for common sense, environmentally friendly solutions that will benefit ALL canyon users year round.</p> <p>Thank you</p>	A32.29VV
48612	Desjardins, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Desjardins</p>	A32.3A; A32.3F
49194	DesMarais, Maxwell	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell DesMarais</p>	
46878	desmeules, emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emily desmeules</p>	A32.3A; A32.3F
53951	Despain, Madie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madie Despain</p>	A32.3A; A32.3F
49852	Despain, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nathan Despain	
52295	Despain, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Despain</p>	A32.3A; A32.3F
42745	Despain, Taylor	<p>To whom it may concern,</p> <p>As a passionate fan of Utah and of the ski resorts we have, I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Despain</p>	A32.3A; A32.3F
43061	Despres, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Despres</p>	A32.3A; A32.3F
41576	Destailats, Frederic	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	
52499	Detavis, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Detavis</p>	A32.3A; A32.3F
49609	Detrick, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Detrick</p>	A32.3A; A32.3F
48155	Dettman, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzie Dettman</p>	A32.3A; A32.3F
52858	Detton, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Detton</p>	
55298	Deubel, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Deubel</p>	A32.3A; A32.3F
43010	Deutsch, Lori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also support the idea of an underground train. Probably about the same amount of money, and in awhile it will completely be grown over and out of sight.</p> <p>Regards, Lori Deutsch</p>	A32.3A; A32.3F
48998	Devenport, Carissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Carissa Devenport	
47997	Dever, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Dever</p>	A32.3A; A32.3F
54514	Devereaux, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Devereaux</p>	A32.3A; A32.3F
46907	Devin, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Devin</p>	A32.3A; A32.3F
41175	devine, courtney	As a taxpaying resident I ask that you please protect our canyon by implementing common sense solutions such as restricting single occupancy vehicles. This alone could reduce traffic by 50% without widening the road or invading roadless areas. Please also increase the frequency of electric buses. NO GONDOLA. Thank you.	A32.29VV
45875	Devine, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Devine</p>	
51341	Devine, Olive	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olive Devine</p>	A32.3A; A32.3F
49858	DeVito, Tommy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tommy DeVito</p>	A32.3A; A32.3F
41676	Devlin, Amy	The tax payers don't want the gondola. Too much impact to the canyon and too expensive.	A32.29VV
39414	DeVries, Shelley	I do not want to pay taxes for a gondola. I do not want the gondola to block the scenery. I would like extra busses to work with traffic issues.	A32.29VV
42925	Dewberry, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kylee Dewberry	
42109	dewell, jens	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jens dewell</p>	A32.3A; A32.3F
49530	dewey, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex dewey</p>	A32.3A; A32.3F
44680	dewilde, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley dewilde</p>	A32.3A; A32.3F
43532	DeWitt, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John DeWitt</p>	
42520	Dhami, Ranveer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ranveer Dhami</p>	A32.3A; A32.3F
39472	Dhondt, Justin	<p>Build the parking infrastructure and increase the use of busses! Preferably electric buses. Close the road to traffic that does not reside, work, or have business (deliveries etc.) in the canyon. See the impact this has on traffic/parking before building a gondola. Do not widen the road!</p>	A32.29VV
45355	Di, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Di</p>	A32.3A; A32.3F
45044	di, Giulia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giulia di Moriondo</p>	A32.3A; A32.3F
49636	Dial, Jesse	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Dial</p>	
53810	Dial, Nancy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nancy Dial</p>	A32.3A; A32.3F
48289	Diamond, Austen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austen Diamond</p>	A32.3A; A32.3F
43718	Diamond, Belle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Belle Diamond	
54157	Diamse, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Diamse</p>	A32.3A; A32.3F
54140	Diamse, Lucia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucia Diamse</p>	A32.3A; A32.3F
43472	Diaz, Danny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Diaz</p>	A32.3A; A32.3F
44423	diaz, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma diaz</p>	
54468	Diaz, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Diaz</p>	A32.3A; A32.3F
44833	Diaz, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Diaz</p>	A32.3A; A32.3F
42819	Diaz, Moises	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Moises Diaz</p>	A32.3A; A32.3F
40905	Diaz, Roberto	Please do not construct the gondola in little cottonwood canyon. It WILL do more harm to the environment and sustainability of the canyon. There are better solutions to traffic and footprint in the canyon.	A32.29VV
52758	Diaz, Sofia	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Diaz</p>	
54041	Diaz, Yomira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yomira Diaz</p>	A32.3A; A32.3F
46551	Diaz-Bian, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Diaz-Bian</p>	A32.3A; A32.3F
54450	DiBari, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Peter DiBari	
44963	Dibb, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Dibb</p>	A32.3A; A32.3F
45098	Dibble, Ali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ali Dibble</p>	A32.3A; A32.3F
54072	Dibble, Hilary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilary Dibble</p>	A32.3A; A32.3F
39368	Dibble, Mark	<p>I am against the Gondola option to improve transportation in LCC for these reasons-</p> <p>It serves a narrow interest</p> <p>It doesn't solve parking and traffic on Wasatch Blvd</p> <p>It violates the "roadless rule"</p> <p>It is disruptive to the scenery</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I do support substantially improved bus service</p> <p>I do support several Park & Ride locations and needed structures to support handling bus and human traffic</p> <p>I do believe financing improvements need to be discussed as part of the best solution</p>	
49549	DiCesaris, Dallen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallen DiCesaris</p>	A32.3A; A32.3F
53306	Dick, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Dick</p>	A32.3A; A32.3F
43187	Dickerson, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Dickerson</p>	A32.3A; A32.3F
49351	Dickerson, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Dickerson</p>	
40004	Dickerson, Clayton	<p>The proposed gondola options violate the 2001 Roadless Area Conservation Rule (RACR) and will have a significant impact (non incidental) on the vegetation and wildlife. The enhanced bus service with no widening is the best option to limit environmental and recreational impact.</p>	A32.29VV
51957	Dickerson, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Dickerson</p>	A32.3A; A32.3F
39257	Dickerson, David	<p>Please don't move forward with the gondola. It only helps seasonal skiers accessing two privately owned ski resorts. It doesn't help hikers, bikers, climbers, etc during the other 8 months of the year. It doesn't help back country skiers get up the canyon either. This is a tax payer funded Disneyland ride to enrich two private companies. Don't scar this beautiful canyon for a gimmicky gondola ride.</p>	A32.29VV
43605	dickerson, jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jake dickerson</p>	A32.3A; A32.3F
47493	Dickerson, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Dickerson</p>	
51960	Dickey, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Dickey</p>	A32.3A; A32.3F
47330	Dickey, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Furthermore, fix your existing roads and use reflective paint like every other state so we can actually see. It's not that hard.</p> <p>Regards, Melissa Dickey</p>	A32.3A; A32.3F
52597	Dickinson, Darlene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darlene Dickinson</p>	A32.3A; A32.3F
46224	Dickinson, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Dickinson</p>	
54995	Dickinson, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Dickinson</p>	A32.3A; A32.3F
42523	Dicks, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Dicks</p>	A32.3A; A32.3F
48032	Dickson, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Laura Dickson	
55932	Dickson, Rochelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rochelle Dickson</p>	A32.3A; A32.3F
53217	Didericksen, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Didericksen</p>	A32.3A; A32.3F
48673	Didier, andre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, andre Didier</p>	A32.3A; A32.3F
54217	Didier, Debra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debra Didier</p>	
51933	Didier, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Didier</p>	A32.3A; A32.3F
53361	didier, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine didier</p>	A32.3A; A32.3F
42144	Diebel, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Diebel</p>	A32.3A; A32.3F
48622	Dieckmann, Alix	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alix Dieckmann</p>	
49483	Diederich, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Diederich</p>	A32.3A; A32.3F
55614	Diederich, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Diederich</p>	A32.3A; A32.3F
45225	Diederich, Katey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katey Diederich</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55747	Diegel, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Diegel</p>	A32.3A; A32.3F
39970	Diegel, Paul	<p>I'm writing to express my displeasure with the careless and disingenuous disregard the Little Cottonwood Transportation EIS has shown for following the 2001 Roadless Conservation Act.</p> <p>In Little Cottonwood Canyon, White Pine and portions of Twin Peaks and Lone Peak are designated as Inventoried Roadless Areas (IRA).</p> <p>During the EIS process, UDOT failed to asses how constructing a gondola would violate the Roadless Rule.</p> <p>A gondola would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs.</p> <p>UDOT claims building a gondola does not violate the Roadless Rule since it is not for motor vehicles, and any vegetation and timber removal would be incidental.</p> <p>A \$1 billion+ transportation project within IRAs, which will negatively impact wilderness areas, inhabiting wildlife, and the watershed, directly contrasts with the spirit of the Roadless Rule and the areas it protects.</p> <p>In addition, evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet carefully ignores the reality that a hybrid fleet scenario is highly likely. It appears that UDOT is deliberately biasing the alternatives to bolster their preferred alternative and is misrepresenting the alternative preferred by the vast majority of local residents and governments.</p> <p>These actions further reinforce the local belief that UDOT is actively attempting to circumvent Federal law and public sentiment to subsidize 2 local businesses with public funds.</p>	A32.3A; A32.3F; A32.3G; A32.3I; A32.10G
41990	Diegel, Tom	<p>The simple fact that the roadless rule has been in place for 2 decades yet now is being compromised by adding a new taxpayer-borne ski lift that will only directly affect paying ski resort patrons is indicative of the inherently-flawed nature of this plan. How many times do you have to hear that the people do not want this gondola!?! And that it will not significantly address the traffic issues, and will not open the canyon up during avy work? And that it's a violation of fundamental rules - like the roadless rule - where previous potential modifications were not even considered? The simple fact that you are opening this up now to public comment is indicative of how incomplete this process has been; "hey, we've been working on this for years, did anyone think that it might affect our he roadless part of the Forest Plan?"</p> <p>Please stop while you are behind.</p>	A32.3A; A32.3F
42349	Diehl, Rebecca	<p>Little Cottonwood Canyon is a rare gem in Utah. Each day, lands across the US are forever altered by human hands. A gondola in LCC would permanently rob present and future generations of a rare form of solitude and beauty found so close to an urban center. Many species of plants, insects and animals will also suffer dire consequences. Loss of biodiversity requires an urgent call to action. UDOT can take action by not building a gondola in LCC.</p> <p>I have been visiting LCC for over 20 years. I worked in the canyon for 6. The wilderness-type experiences that I have had hiking and skiing in the Canyon are priceless. Building a gondola in the roadless areas will gravely alter the unparalleled views and experiences.</p> <p>I say NO to the gondola because it won't solve traffic congestion and it will destroy critical habitat and valuable views and recreation opportunities in roadless areas. The people have spoken- the majority are opposed. No gondola.</p>	A32.29VV
54474	Dieker, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Dieker</p>	
55245	Dier, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Dier</p>	A32.3A; A32.3F
42742	Diermann, Caelan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caelan Diermann</p>	A32.3A; A32.3F
51413	Dietrichson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Dietrichson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50895	Dietz, William	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Dietz</p>	A32.3A; A32.3F
46848	Diffor, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Diffor</p>	A32.3A; A32.3F
47587	Digirolamo, Renee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Renee Digirolamo</p>	A32.3A; A32.3F
42905	Dildine, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Dildine</p>	
42993	Dildine, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Dildine</p>	A32.3A; A32.3F
54021	Dille, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Dille</p>	A32.3A; A32.3F
47594	Dillman, Oden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oden Dillman</p>	A32.3A; A32.3F
53567	Dillon, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Dillon</p>	
43724	Dillon, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Dillon</p>	A32.3A; A32.3F
51281	Dillon, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Dillon</p>	A32.3A; A32.3F
41556	dillon, spencer	<p>The gondola will violate the roadless rule and be tied up in environmental litigation until the lake dries up and the snow stops falling. the decades it will take will surely eclipse whatever value it provides.</p> <p>It is also profoundly wasteful for the benefit. WHY NOT BUSSES AND SNOWSHEDS?? The gondola only caters to the ski areas and will not alievate summer crowding or congestion for other users. And it will not solve Alta's traffic bottleneck as there will still be a 'merge' at the snowbird terminal.</p>	A32.3A
46800	Dills, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dills</p>	
40622	DiMarco, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris DiMarco</p>	A32.3A; A32.3F
46362	DiMundo, Francesca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francesca DiMundo</p>	A32.3A; A32.3F
49211	dineen, justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, justine dineen</p>	A32.3A; A32.3F
47312	Dinelli, Gabby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabby Dinelli</p>	
45835	Dinger, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Dinger</p>	A32.3A; A32.3F
47433	Dingman, Alisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisha Dingman</p>	A32.3A; A32.3F
47079	dingman, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan dingman</p>	A32.3A; A32.3F
51324	Diotaiuti, Elisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elisa Diotaiuti</p>	
49067	DiPaolo, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael DiPaolo</p>	A32.3A; A32.3F
47728	Dirats, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Dirats</p>	A32.3A; A32.3F
54913	Diringer, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Diring	
53017	Dirks, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Dirks</p>	A32.3A; A32.3F
54636	dirks, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin dirks</p>	A32.3A; A32.3F
48088	Dirksmeier, Ridge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ridge Dirksmeier</p>	A32.3A; A32.3F
52264	Dirom, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Dirom</p>	
45304	Disbrow, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton Disbrow</p>	A32.3A; A32.3F
49221	Discoe, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Discoe</p>	A32.3A; A32.3F
43830	Disney, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Disney</p>	A32.3A; A32.3F
42368	Disney, Julia	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule. As a years-long resident of Salt Lake County, we need to use logic and common sense that tolling and bussing would be a much easier solution and have much less impact on the beautiful Little Cottonwood Canyon.</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51648	DiSpirito, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige DiSpirito</p>	A32.3A; A32.3F
53109	Ditlow, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Ditlow</p>	A32.3A; A32.3F
45901	Dittmar, Corbin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corbin Dittmar</p>	A32.3A; A32.3F
51029	Ditty, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Ditty</p>	
49199	Ditty, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Ditty</p>	A32.3A; A32.3F
42778	Diviesti, Karla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karla Diviesti</p>	A32.3A; A32.3F
54134	Divis, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Divis</p>	A32.3A; A32.3F
50183	Dix, Donna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donna Dix</p>	
50175	Dix, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Dix</p>	A32.3A; A32.3F
50493	Dixit, Raquel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raquel Dixit</p>	A32.3A; A32.3F
47309	Dixon, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiden Dixon</p>	A32.3A; A32.3F
47124	Dixon, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Dixon</p>	
46640	Dixon, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Dixon</p>	A32.3A; A32.3F
51763	Dixon, Kati	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kati Dixon</p>	A32.3A; A32.3F
41698	Dixon, Lynn	<p>I strongly support the enhanced bus option. Everyone I know still takes their personal vehicle up the canyon. People complain about the traffic but they continue to drive themselves. Nothing will improve until we have less private vehicles going up the canyon. The gondola takes long and therefore, people will not use it unless they are forced. Rather than spending all the money on that gondola option, we need to limit personal vehicles going up the canyon especially on snow days. That is a low cost, accessible option to improve the situation... enhanced buses and enforced utilization of mass transportation. Like Zion's National Park...</p>	A32.29VV
53399	Dixon, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Dixon</p>	
48674	Dlin, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Dlin</p>	A32.3A; A32.3F
49413	Dlin, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Dlin</p>	A32.3A; A32.3F
50415	Dmochowski, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Dmochowski</p>	A32.3A; A32.3F
54338	Dobbeck, Halie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halie Dobbeck</p>	
51742	dobbins, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn dobbins</p>	A32.3A; A32.3F
44957	Dobrzanski, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Dobrzanski</p>	A32.3A; A32.3F
45661	Dobrzanski, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Dobrzanski</p>	A32.3A; A32.3F
47813	Docherty, Madeleine	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Docherty</p>	
46433	Doctor, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Doctor</p>	A32.3A; A32.3F
56127	Dodd, Gabby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabby Dodd</p>	A32.3A; A32.3F
40571	Dodd, Ray	<p>You're going to build the Gondola although a majority of people are against it. (lining Wayne Niederhouse's pockets) Why continue the charade of asking for comments?</p> <p>R.A. Dodd</p>	A32.29VV
48640	Dodds, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Dodds</p>	
52943	dodds, maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maggie dodds</p>	A32.3A; A32.3F
52697	Dodge, Damien	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damien Dodge</p>	A32.3A; A32.3F
53100	Dodge, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Dodge</p>	A32.3A; A32.3F
49727	Dodge, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Dodge</p>	
48996	Dodge, Tracy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tracy Dodge</p>	A32.3A; A32.3F
51078	Dodson, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Dodson</p>	A32.3A; A32.3F
39550	Doe, John	<p>Most of us will never use the gondola. We enjoy the canyons and love them for their natural beauty. When is the money enough? If the gondola passes then I hope what happened with Cop City happens here. I'll be sure to join the occupation if you decide to lean towards further destruction of the canyons.</p>	A32.29VV
49329	Doerr, Chandler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chandler Doerr</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50159	Doggett, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Doggett</p>	A32.3A; A32.3F
44355	Doheny, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Doheny</p>	A32.3A; A32.3F
53074	Doherty, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Doherty</p>	A32.3A; A32.3F
40030	Doherty, Mark	We should model Little Cottonwood after Zermatt, Switzerland. We should put a cog railway along the old rail line all the way up to Alta. Thanks	A32.29VV
49711	Dojcek, Rosemarie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rosemarie Dojcek</p>	
41997	Dolan Mitchell, Cate	<p>I am writing to request that the planning for the gondola be considered, especially because it would negatively impact areas protected by the Roadless Area Conservation Rule. Even though there will not be a final road, the gondola is still a transportation thoroughfare that will be running through these areas -- and the environment will inevitably be impacted on the ground during the construction of the gondola towers. The gondola still also only serves the two commercial resorts at the top of the canyon, but has a cost for all taxpayers, regardless of whether they utilize the ski resorts. Other more cost effective and less environmentally-impactful options exist to address the traffic congestion in the canyon - increased bussing, cost incentives for using the busses, busses that access all trailheads and not just the resorts, etc. Please reconsider the permanent environmental impact that the gondola would have on the Roadless Areas within Little Cottonwood Canyon.</p>	A32.3A; A32.3F
43031	Dolan, Arthur	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arthur Dolan</p>	A32.3A; A32.3F
45066	Dolan, Chantal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantal Dolan</p>	A32.3A; A32.3F
40694	Dolan, Cindy	<p>Gondola is a bad idea. It will have a very negative impact on the area! It will destroy LCC.</p>	A32.29VV
52088	Dolan, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ella Dolan</p>	
43754	Dolan, Gregory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gregory Dolan</p>	A32.3A; A32.3F
40418	dolan, kevin	<p>As a Utah resident, i'm totally against any proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
41237	dolan, kevin	<p>As long time residents of Sandy and Cottonwood heights, we are absolutely against funding, building and operating any type of gondola in LCC. We should not be destroying roadless areas and any other LCC sections with gondola towers just to ameliorate a several days of congestion in LCC. Utah taxpayers should not bear the burden of this boondoggle. Do not build the gondola. There are many more options to try first before committing to a monstrous project that most Utahns do not want or need.</p> <p>We wish to see UDOT's screening which measures polluting effect be based on non-diesel (electric or natural gas) buses, which is the transit of the future, when comparing the gondola to bus service. Right now UDOT FEIS is based on metrics utilizing diesel-only/14 year old buses. By the time the gondola would be built, closer to 2050, with all the federal incentives for non-polluting transit, electric buses will be even more technologically advanced than they are now. Proterra bus manufacturer has proved electric bus worthiness for steep canyon highways in recent years."</p>	A32.3A; A32.3F; A32.10G
40419	dolan, kevin	<p>I do not want gondola towers anywhere near protected roadless areas in LCC. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. I'm also against Utah taxpayers paying for any type of Gondola. There are many other better and cheaper options to use that will reduce several traffic congestion ski days, and I'm a skier. thank you</p>	A32.3A; A32.3F
46702	Dolan, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Dolan</p>	A32.3A; A32.3F
50496	Dolan, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Dolan</p>	
42045	Dolan, Seamus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seamus Dolan</p>	A32.3A; A32.3F
54532	Dolbin, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Dolbin</p>	A32.3A; A32.3F
50977	Dolbin, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Dolbin</p>	A32.3A; A32.3F
46621	Dolezal, Cat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cat Dolezal</p>	
53585	Dollar, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Dollar</p>	A32.3A; A32.3F
52311	Doman, Addy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addy Doman</p>	A32.3A; A32.3F
43286	Doman, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Doman</p>	A32.3A; A32.3F
40681	Domantay, Ethan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Domantay</p>	
52456	Dombrowski, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Dombrowski</p>	A32.3A; A32.3F
47321	Dominesey, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Dominesey</p>	A32.3A; A32.3F
54894	Dominguez, Borja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Borja Dominguez</p>	
47073	Dominguez, Brielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielle Dominguez</p>	A32.3A; A32.3F
42515	Dominguez, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Dominguez</p>	A32.3A; A32.3F
49872	Domm, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Domm</p>	A32.3A; A32.3F
46412	Domonoske, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Domonoske</p>	
47953	Donahoo, Kristy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristy Donahoo</p>	A32.3A; A32.3F
41749	Donahoo, Marielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marielle Donahoo</p>	A32.3A; A32.3F
41461	Donahoo, Ross	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ross Donahoo</p>	A32.3A; A32.3F
42162	Donahoo, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am a stake holder in that I live near wasatch road near the mouth of LCC. I also ski 60+ days a year in LCC. I also hike and visit and camp in the summer in LCC and Albion basin camp grounds.</p> <p>It is amazing to me that the public that is to pay for this does not want it yet the legislature and developers continue to push it.</p> <p>We know better now let's do better.</p> <p>We need better parking in sandy near bus depots where rides are always available like a subway. A gondola is about down canyon hotel and resort development which should not happen given the geology and canyon layout. That is what park city eden and other places can provide.</p> <p>No gondola for LCC</p> <p>Thank you.</p> <p>William Donahoo</p> <p>Regards, William Donahoo</p>	
53905	donahue, grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grace donahue</p>	A32.3A; A32.3F
44155	Donahue, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Donahue</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44169	Donahue, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Donahue</p>	A32.3A; A32.3F
48556	Donaldson, Adah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adah Donaldson</p>	A32.3A; A32.3F
48869	Donaldson, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Donaldson</p>	A32.3A; A32.3F
49224	Donaldson, Diane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diane Donaldson</p>	
46046	Donaldson, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Donaldson</p>	A32.3A; A32.3F
48483	Donaldson, Johanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johanna Donaldson</p>	A32.3A; A32.3F
55615	Done, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Done</p>	A32.3A; A32.3F
55595	Done, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Done</p>	
45958	Donigan, Alexia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexia Donigan</p>	A32.3A; A32.3F
47008	Donigan, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>The reasoning that the gondola will avoid avalanche clearing is a fallacy as evidenced by the heavy snow fall of the 2022-23 season. When the avalanche danger is high, the resorts become inter lodged and the gondola becomes obsolete and just an expensive eye sore with no purpose.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Donigan</p>	A32.3A; A32.3F
41952	Donlin, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Anna Donlin	
55833	Donnelly, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan Donnelly</p>	A32.3A; A32.3F
50457	Donnelly, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Donnelly</p>	A32.3A; A32.3F
44762	Donohue, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Donohue</p>	A32.3A; A32.3F
50137	Donohue, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Donohue</p>	
46674	Donovan, Cait	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cait Donovan</p>	A32.3A; A32.3F
41101	Donovan, Declan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Declan Donovan</p>	A32.3A; A32.3F
43712	Donovan, Kellie	<p>To whom it may concern,</p> <p>Hello, I hope you're having a great day! I'm writing you today because I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellie Donovan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47211	Donovan, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Donovan</p>	A32.3A; A32.3F
43409	Donovan, Ryann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryann Donovan</p>	A32.3A; A32.3F
44494	Doody, Greer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greer Doody</p>	A32.3A; A32.3F
43761	Doody, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>Why not pay bus drivers more so you could have more frequent busses?</p> <p>Why not take some of the 1.4 billion and experiment for 1 - 2 years to try and enhance bus service, implement tolling, and other far less intrusive and more environmentally conscious solutions.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Doody</p>	
47836	Dooley, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Dooley</p>	A32.3A; A32.3F
48901	Doom, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Doom</p>	A32.3A; A32.3F
43942	Dop, Jeanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jeanne Dop	
46532	Dopp, Allyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allyson Dopp</p>	A32.3A; A32.3F
47501	Dopp, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Dopp</p>	A32.3A; A32.3F
41656	Doppstadt, Daniel	I don't think the gondola is a good solution because of its expense and because of the damage it will cause to the surrounding environment. A better solution would be more investment in the UTA bus program and restricting upwards traffic during congested times. I moved to Utah in large part because of its natural beauty and access to world class ski resorts. I am disheartened at the prospect that UDOTs likely solution to the latter will involve destroying the former without actually solving the problem. Please consider the larger implications of this decision and recognize the irreversible damage this will do to Utah's desirability as a home and tourism destination.	A32.29VV
48910	Dorais, Stacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacey Dorais</p>	A32.3A; A32.3F
46214	Dorfelt, Matthias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthias Dorfelt</p>	
44176	Dorman, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Dorman</p>	A32.3A; A32.3F
55006	Dornak, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Dornak</p>	A32.3A; A32.3F
52116	Dornseif, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Dornseif</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52305	Dorny, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Dorny</p>	A32.3A; A32.3F
47499	Dorp, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Dorp</p>	A32.3A; A32.3F
47523	Dorrance, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Dorrance</p>	A32.3A; A32.3F
55562	Dorris, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, David Dorris	
48922	Dorrnsoro, Lauren	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Dorronsoro	A32.3A; A32.3F
43819	Dorsett, Callie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Callie Dorsett	A32.3A; A32.3F
39866	Dorsey, Eric	It's not like you have bothered to listen to ALL the other comments about a vast majority of citizens saying no to the gondola, so not sure why you would listen now. But just in case, NO TO THE GONDOLA, especially not in a roadless area. UDOT fumbled the Sr 190 cross walk at Cardiff Flats, why would anyone trust you to manage something so much larger and more complex. Time to listen to your employers, the tax payers, and say no to the gondola that is funded by the public to benefit two private ski areas	A32.29VV
48506	Dorst, Lindsay	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lindsay Dorst	A32.3A; A32.3F
50840	dorton, jauntae	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jauntae dorton</p>	
50616	Dostal, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Dostal</p>	A32.3A; A32.3F
46824	Doster, Frederick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Also, I encourage exploring use of snow-sheds along the existing road corridor, with focus on the most prominent slide paths.</p> <p>Regards, Frederick Doster</p>	A32.3A; A32.3F
55413	Doty, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Doty</p>	
40722	Doubek, Brian	<p>This comment is regarding the U.S. National Forest roadless rule.</p> <p>Construction of a gondola is not listed as one of the exceptions to the roadless rule and therefore should not be considered in Little Cottonwood Canyon.</p> <p>It is my understanding that the USFS roadless designation aims to preserve lands to maintain biodiversity, protect watersheds, and provide recreational opportunities. The rule was designed to ensure that these areas remained intact while also providing exceptions for activities such as fire management, grazing, and mining.</p>	A32.3A; A32.3F
47658	Doucette, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Doucette</p>	A32.3A; A32.3F
54400	Dogan, Stepheni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stepheni Dogan</p>	A32.3A; A32.3F
46368	Dougherty, Estevan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Estevan Dougherty</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46773	Dougherty, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Dougherty</p>	A32.3A; A32.3F
51970	Dougherty, Will	<p>To whom it may concern,</p> <p>Below this is Patagonia's canned call to action letter and I agree with it. I got to know the Little Cottonwood Canyon in my time as a student field geologist. The canyon is high on my list of road trip destinations this summer because of how beautiful it was when I first visited. I know how congested the road becomes. It seems to me that there are many drivers who would be happy to use a public transit alternative if it were more convenient and accessible. Additionally, to threaten a headwater for the major population center when your salt lake is withering strikes me as a bad idea. Genuinely, a magic carpet up the canyon is a better idea than this.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Dougherty</p>	A32.3A; A32.3F
51809	Douglas, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Douglas</p>	A32.3A; A32.3F
44218	Douglas, Jordan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Douglas</p>	
44356	Douglas, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Douglas</p>	A32.3A; A32.3F
44025	Douglas, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Douglas</p>	A32.3A; A32.3F
40034	Douglass, Carol	<p>The less environmental impact, the better. Bus service that meets demand and tolls will decrease traffic. The longer commute is well worth the slight inconvenience compared to the future of the canyon. Climate change could result in low snow totals in winter, fires in summer.</p>	A32.29VV
42362	Douglass, Robert	<p>UDOT LCC FEIS Air Quality Supplemental Report fails to analyze the best air quality option for LCC: electric buses: The UDOT Little Cottonwood Canyon (LCC) FEIS Air Quality Supplemental Informational Technical Report fails to evaluate the best air quality technology for the LCC Project: use of all electric buses. The supplement addresses the use of an all-diesel bus fleet for its bus alternatives analyzed in the FEIS. These are the most polluting of the bus options that UDOT could have chosen. Analysis by researchers at the University of Utah have determined that the gondola produces more pollution than an all-diesel bus fleet, but the pollution is created primarily at electrical power generation stations remote from LCC. These power stations in Utah primarily burn coal and are heavy polluters of both greenhouse gases and other environmentally damaging chemicals like sulfur compounds. The gondola is less polluting in the immediate vicinity of LCC than any of the bus alternatives, even though the gondola causes worse air quality over the region. The FEIS and the Supplemental Air Quality report ignore the significant CO2, sulfur, and other pollutants generated by burning coal in Utah power plants to power the electric motors of the gondola. No EIS is accurate nor complete without considering the full air quality and air pollutants of all alternatives from all sources for transit in LCC. The UDOT impact study either needs to be reopened and done correctly to fully analyze air quality impacts caused by the gondola regionally or else the USFS needs to conduct its own EIS and issue its own ROD.</p>	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42388	Douglass, Robert	<p>New roads, timber harvesting, and clearance areas are much larger for snow sheds in the IRAs than UDOT's Supplemental IRA Report States – Snow Shed Berms: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" describing its preferred "snow shed with berms alternative". This alternative identifies several large berms lying within US Forest Service Identified Roadless Areas (IRAs). These berms are designed to channel the flow from several avalanche chutes onto and over several long snow sheds. Constructing these berms will require heavy equipment to remove timber, plow up the terrain to create the berm and so doing strip a large area of timber and vegetation on the north side of S.R.210. The berms must be paired with some rechanneling of the topography to induce avalanche slides to converge on the snow sheds. New roads in the IRA are required to access the locations for the berms and to grade the terrain to form berms and grade the terrain to funnel avalanche slides onto the snow sheds. These construction access roads will proceed uphill for some distance through the IRA on each side of the snow sheds. Cranes and helicopters cannot be used to create these berms and channelize the terrain, heavy equipment will need to drive up new access roads from S.R.210. After construction, not only will the road scars persist in the IRA for many years, the berm and channelization will alter the terrain permanently. The FEIS and Supplemental Report on IRA impacts does not accurately describe the process of constructing the berms nor the size of the impact on the IRA in violation of the RACR stipulations. Given the inadequacy and omissions in UDOT's FEIS and Supplemental Report, the US Forest Service needs perform its own assessment, develop its own EIS and generate its own ROD that will prevent these significant impacts to the IRA.</p>	A32.3H
42404	Douglass, Robert	<p>Golden eagles exist and nest in Little Cottonwood Canyon, including in IRAs, but the FEIS incorrectly asserts that they don't exist in LCC: Golden eagles have been observed by numerous visitors to Little Cottonwood Canyon (LCC) over many years, this commenter included. The Utah chapter of HawkWatch International has confirmed and monitored golden eagle nests within LCC. The Utah Division of Wildlife Resources (DWR) is aware of the presence of golden eagles and nesting pairs in LCC including the mouth of LCC. DWR informed UDOT of the presence of golden eagles in LCC during their EIS process but appears to have had no response from UDOT acknowledging their presence. To the contrary, the UDOT FEIS (Vol. 13, p.13-19, Table 13.3-6) states golden eagles "have NOT been observed in the area." The FEIS is in error omitting an assessment of ecological impacts on golden eagles in LCC and in the IRAs. This error represents negligence in the NEPA process, especially if UDOT has been informed of their presence. UDOT's gondola option B would span 8 miles of LCC, and present both a danger and a disruption to golden eagles. The towers, gondola cabins, and eight miles of six large, steel-rope cables present a danger to golden eagles in flight. UDOT's FEIS says the proposed gondolas would make about the same amount of noise as the highway, but because the highway is already in place and will remain so, the gondola effectively doubles the amount of noise in the Canyon. The FEIS is in error asserting that this noise, the moving visual distraction of the cabins, and the high towers and steel ropeways are not a significant distraction and danger to golden eagles. Nesting behavior would be affected detrimentally by the existence and operation of the gondola. Hunting, mating, and resting behavior would be disrupted or endangered as well. Small wildlife, the primary food supply of golden eagles in the Canyon, is concentrated along the bottom of the Canyon where vegetation is heavy, and water is plentiful year-round. This area is precisely the area that the gondola will traverse while hunting and diving to the ground for prey. Golden eagle behavior will be especially hazardous in the presence of 130-230ft towers, six steel ropeways, and moving gondola cabins. The FEIS ignores this ecological impact both in the IRAs and throughout the Canyon by asserting that it does not exist when it does. The Forest Service needs to conduct its own EIS in the light of this important oversight in UDOT's EIS.</p>	A32.29VV
42411	Douglass, Robert	<p>The UDOT FEIS and Supplemental Report on IRAs omits or misstates the danger and disruption of the proposed gondola alternatives in Little Cottonwood Canyon (LCC) to many raptors protected by the Migratory Bird Treaty Act of 1918. Among these raptors known to be resident for part or the entire year in LCC are red-tailed hawks, great horned owl, and the northern saw-whet owl. Red-tailed hawks consistently hunt and nest in LCC. Saw-whet owls occur in LCC at least during their mating season on an annual basis. Great horned owls are resident in LCC year-round and most certainly nest within the Canyon. Eight-miles of 6-runs of steel-rope cables supporting the gondola along with large moving gondola cabins and 130-230ft towers will pose a danger to raptors while they hunt and mate. The visual motion and noise of the gondola will also disrupt hunting, mating, resting, and nesting in LCC. The flashing lights on some or all of the towers will be especially disrupting to nighttime raptors, like the saw-whet and great horned owl. None of these avian residents of LCC, protected by the Migratory Bird Treaty Act, are listed as impacted by the gondola alternatives in UDOT's FEIS or the Supplemental Report on IRAs. The FEIS and its March 2023 RACR Supplement fails to list dozens of protected bird species that will be endangered or disrupted by a gondola. The UDOT FEIS fails to provide mitigations or even basic impact assessments for these protected species. The portions of the gondola inside the Identified Roadless Areas will have special impact on protected raptors and other species, because of the pristine nature of much of the IRAs. The construction of the gondola, along with required new roadways, excavations, timber harvesting, and berms will have a significant impact on protected avian species – impacts that the UDOT FEIS omits or discounts as insignificant. The US Forest Service must conduct its own environmental assessment and EIS to correct for UDOT's EIS omissions and errors.</p>	A32.29VV
41594	Douglass, Robert	<p>UDOT proposes to build a gondola angle station adjacent to Tanners Flat Campground (FEIS Vol. 16, Section 16.4.5). This angle station and the adjacent Tower 9 are within two of the US Forest Service (USFS) Identified Roadless Areas (IRA). The angle station will require new roads for access and construction. It will require a paved area for the angle station itself as well as for vehicle access and parking. Besides the normal impacts of timber harvesting, new road construction, and paving in an IRA, the angle station and its adjacent Tower 9 resides on top of and adjacent to a former ore smelting operation that according to UDOT states "has a high probability of contamination" with heavy metals (UDOT LCC FEIS, Vol 16, page 16-12).</p> <p>The EPA is aware of the site and conducted a preliminary assessment but concluded that a full assessment and remediation were not required at that time. At the time of EPA's preliminary assessment, the EPA had no reason to expect the site to ever be disturbed or occupied because the site resides on USFS land, lying within an IRA. There was no likelihood that it would be excavated or developed at that time. (UDOT LCC FEIS, Volume 16, page 16-6). Now, however, UDOT FEIS prefers an alternative requiring new roads for the construction, maintenance, and operation of Tower 9 and the Tanners Flat angle station. This will require extensive excavations and human presence precisely on this potential EPS super fund site. UDOT says of the preliminary finding from some years ago: "there could still be mining wastes at these sites that, if disturbed, would need to be managed in a protective manner. Also, this site is within the Tanners avalanche path." (FEIS Vol 16, p.16-6).</p> <p>UDOT failed to assess the environmental threat to human health, wildlife, and watershed posed by this "highly probable" threat. UDOT's FEIS finding of 'minimal impact' for the angle station and tower 9 in its FEIS IRA Supplemental Report is in error because it omits an assessment of exposing one of the most serious types of environmental hazards: lead and arsenic poisoning. For the same reason UDOT's finding of 'de minimis' impact of excavating this hazardous site adjacent to public recreation areas, such as Tanners Flat Campground, is incorrect. A NEPA process and an EIS that omits an assessment of such a threat is negligent.</p>	A32.3H

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		UDOT has declared its EIS complete, and therefore the USFS must conduct its own EIS. The USFS first must request that the EPA conduct a full environmental impact study of the site, given this new proposed land use. The EPA must then execute any required remediation. After the EPA has remediated the site and assessed the effectiveness of the remediation for UDOT's new land use, then the USFS can complete its own EIS and ROD. An accurate environmental assessment cannot be made until the EPA assesses the danger to public health, wildlife, and watershed from excavations and operations of the angle station and Tower 9 construction and until all required remediation is complete and its effectiveness can be assessed.	
42249	Douglass, Robert	Newly constructed roads will remain permanently in the IRAs and be larger than UDOT claims: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" falsely claims that no new roads will be built to access gondola towers on US Forest Service (USFS) land within the Identified Roadless Areas. That is incorrect. Roads will be required for construction – helicopters and cranes cannot excavate tower footprints, angle station footprints, and tower diversionary berms; a road will be needed for each for construction. After construction, new roads established for construction to each tower will continue to exist and be maintained permanently. Gondola towers will need regular inspections and special inspections after avalanche mitigation. All lift towers need road access for maintenance and repair. All lift towers need a right of way to access them for emergency operations. Helicopters cannot work closely to 130-230ft towers, much less ones that support miles of six-runs of large steel ropes. If helicopters are to be used for maintenance, inspections, and repairs, then UDOT will need to clear and level areas of timber and vegetation a safe distance away from each tower for the helicopter to land and/or deposit equipment. The helicopter landing/drop zone will itself need a new road to the base of the tower to move equipment and personnel to the tower. UDOT's supplemental report on IRAs fails to identify these non minimal harvests of additional timber and new roads and cleared working areas that will be needed either to reach the towers from the road or reach the tower from helicopter operations pads. These new roads will be permeant. Because of these omissions and flaws in UDOT's FEIS and IRA supplemental report, the USFS needs to conduct its own EIS and issue its own ROD to correctly assess the impacts of the new tower roads and the towers themselves.	A32.3H
41929	Douglass, Robert	UDOT's call for comments on the Supplemental Report on IRAs cites US Code, Title 23 Section 317 (23 USC §317) as its authority for appropriating land for the proposed gondola of the FEIS's preferred alternative. As part of that alternative, UDOT proposes instituting tolling on S.R.210 and USFS land. Title 23 explicitly prohibits tolling on such highways: 23 USC §301 – Freedom from tolls: "highways constructed under the provisions of this title shall be free from tolls of all kinds." Section 301 cites section 129 of USC 23 for exceptions to 'no tolls'. Section 129, however, does not allow as an exception to the "no tolling" statute that tolling can be introduced to limit traffic on a state roadway or for the purposes of diverting traffic to a gondola. If UDOT is correct in citing 23 USC 317 as the authority for appropriating federal land, then UDOT is in error including tolling in their preferred alternative for a gondola in Little Cottonwood Canyon. An amended EIS is required from UDOT or a new EIS is required from the US Forest Service citing clear authorities for new road building on appropriated Federal Land for tolling in conjunction with UDOT's preferred alternative in Little Cottonwood Canyon.	A32.29VV
41923	Douglass, Robert	5. UDOT's call for comments on the Supplemental Report on IRAs cites US Code, Title 23 Section 317 (23 USC §317) as its authority for appropriating land for the proposed gondola of the FEIS's preferred alternative. However, UDOT in their "Public Comment Period For Supplemental Information Reports Open Until April 18" provides the public with a website link to a UDOT site that redirects the public directly to Title 36 USC § 14.50 Authority. This part of Title 36 explicitly states that it subject to Subpart D – Under Title 23, U.S.C. (Interstate and Defense Highway Systems). This link conflicts and contradicts UDOT's text. In UDOT's call for comments: Text: "23 USC 317" Embedded link: https://udot-zgph.maillist-manage.com/click/18598208e933bd4c/18598208e93236df The link provided by UDOT does not cite a US Code that provides FHWA authority to allow UDOT to appropriate National Forest System land for transportation purposes in Little Cottonwood Canyon, because S.R.210 is not part of the National Highway System, being neither an Interstate nor a defense highway per U.S. Code Title 23 Section 103. To summarize, UDOT's "Public Comment Period For Supplemental Information Reports Open Until April 18" does not provide clear guidance to the public as to which US Codes actually apply. UDOT provides two references to two different US Codes that conflict in terms of authority for UDOT. Without clear guidance, and in fact with conflicting guidance, the public cannot provide informed comments to UDOT's Supplemental Information Reports. A new, corrected and unambiguous Public Comment Period is required.	A32.3G
42370	Douglass, Robert	UDOT LCC FEIS Air Quality Supplemental Report fails to accurately analyze the most beneficial air quality alternatives provided by the use of electric buses: The UDOT Little Cottonwood Canyon (LCC) FEIS Air Quality Supplemental Informational Technical Report fails to evaluate the best air quality technology for the LCC Project: use of all electric buses. The supplement addresses the use of an all-diesel bus fleet for its bus alternatives analyzed in the FEIS. These are the most polluting of the bus options that UDOT could have chosen. By choosing all diesel buses for the FEIS bus alternatives, UDOT has consciously chosen to bias its Environmental Impact Study away from bus solutions as far as air quality is concerned. UDOT clearly erred in the FEIS when it used a mix of diesel, CNG, and gasoline buses to compute its air quality impact. The FHWA correctly asked UDOT to reanalyze bus pollution using a fleet of all diesel buses to be consistent with UDOT's description of the bus alternatives in the FEIS. However, both FHWA and UDOT erred in not altering their description and analysis of bus alternatives to use an all-electric bus fleet. No clear reason was presented in the FEIS or the Supplemental Report for why electric buses – the least polluting option – were not chosen for UDOT bus alternatives. On two occasions, electric buses have been demonstrated to be fully capable of driving up all the Salt Lake area Wasatch canyons including Little Cottonwood Canyon. The mayors of Sandy and Alta rode on one of the demonstration electric bus trips. Speed, cornering, and energy user were demonstrably better with electric buses in these demonstrations compared to diesel buses. While electric buses at present have a greater purchase cost, a report by the US Department of Energy's Idaho National Energy Laboratory showed that electric buses were normally cheaper than diesel buses over their life cycle. Since the DOE report was done several years ago, diesel fuel costs have increased substantially, making electric buses even more cost effective for UDOT's LCC bus alternatives. For UDOT to ignore electric bus alternatives with their lower costs and far less air pollution is negligent on the part of UDOT's NEPA process and negligent in their supplemental report. UDOT should have supplemented both their bus alternative designs in the FEIS as well as providing a complete update of its air quality analysis. The UDOT impact study either needs to be reopened and done correctly to fully analyze air quality impacts caused by the gondola alternatives compared to electric bus alternatives or else the US Forest Service needs to conduct its own EIS and issue its own ROD to provide the best protection for Forest Service Identified Roadless Areas, public recreation areas, and National Wilderness Areas – all affect by UDOT's LCC project alternatives.	A32.10G
42395	Douglass, Robert	Diversion berms for UDOT's preferred alternative snow sheds will significantly and permanently alter the environment, including the watershed within the IRAs: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" describing its preferred "snow shed with berms alternative".	A32.3H

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>This alternative identifies berms in the IRA on the north side of S.R.210 designed to divert avalanche slides and debris and funnel them over a small number of snow sheds to the south side of S.R.210 into a different IRA. If constructed correctly, these berms will channel multiple avalanche chutes into a narrower area covered by the snow sheds. This will concentrate the accumulation of snow and avalanche debris (boulders and trees) into a more compact area with deeper accumulation on the south side of S.R.210 in a different IRA. The berms and channeling of the topography will also alter the watershed by altering the flow of both surface and subsurface water. The result could be increased erosion both inside the IRAs beyond the snow shed area as well as between them on both sides of S.R.210. UDOT failed to properly analysis the footprint and the impact of the berms and the modified topography between the berms on the watershed. These impacts affect drinking water (a source for tens of thousands of Salt Lake County residents), wildlife, vegetation, and human activity. The head of water resources for Salt Lake City, an authority on the LCC watershed, did analyze these impacts and determined that they were significant and not accurately represented in the FEIS. They have not been accurately assessed in the Supplemental Report on IRA impacts either. The concentration of snow and avalanche debris from multiple slides channeled into a narrower course by the berms and snowsheds has also not been properly analyzed. UDOT either needs to reopen its EIS process to fully analyze impacts of snow shed berm construction as well as long-term modifications caused by the action of the berms and topography modifications once built. Failing that, the US Forest Service must conduct its own environmental impact study and issue its own ROD that will protect this portion of the IRAs.</p>	
42246	Douglass, Robert	<p>More new roads for construction in IRAs than the UDOT's Supplement States: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" fails to identify numerous new roads that UDOT will build in the three US Forest Service (USFS) Identified Roadless Areas (IRAs) in Little Cottonwood Canyon (LCC) in violation of the Federal Act: 2001 Roadless Area Conservation Rule (RACR). UDOT's supplement incorrectly and misleadingly states that the towers in the USFS IRAs will be constructed without building access roads. They say the tower sections can be emplaced with a crane from S.R.210 or with a helicopter. While tower sections can indeed be emplaced with a crane or a helicopter, providing the budget allows for it, but UDOT's basis of estimate for gondola construction, discovered by GRAMMA request, does not appear to fund such helicopter operations. Even if budgeted, a helicopter or a crane cannot excavate the extensive holes needed for the tower footings. These footing must anchor 130–232-foot towers in a Canyon plagued with frequent winds, often up to 100mph or more, and frequent by violent storms. Heavy equipment will be needed in the IRAs to excavate holes the sizable footings and to remove the volume of soil and rock excavated. Delivering the materials to form and then fill the footings with concrete bases of sufficient mass will be prohibitively expensive by helicopter for all tower footings not directly reachable from S.R.210. Timber and other vegetation will have to be removed from both the area under and around the footings and on the road that construction equipment will use. The construction of towers in the canyon will cause irreputable damage to the canyon ecosystem. UDOT incorrectly assesses the environmental impact of tower construction as being limited to the precise footprint under the towers. This is a false assessment. UDOT neglects both the road and the area around the towers that will need to be cleared for heavy machinery to operate. If the heavy equipment is emplaced by a crane or helicopter, an area will need to be cleared of timber and vegetation to land the equipment and then for it to operate around the footings. This area will be significantly larger than the small area that UDOT identifies in its IRA supplemental report. This will impact the watershed, wildlife, and recreational values beyond the specific footprint of the tower identified by UDOT. UDOT has declared its environmental impact study complete and issued a final EIS report. To correct the errors and omissions in the UDOT FEIS and Supplemental Report on IRAs, the US Forest Service must conduct its own EIS and issue its own ROD.</p>	A32.3H
42406	Douglass, Robert	<p>UDOT's FEIS and Supplemental IRA Report incorrectly asserts that bald eagles in Little Cottonwood Canyon will not be impacted: The FEIS acknowledges the presence of bald eagles in Little Cottonwood Canyon (LCC). The FEIS states that LCC provides wintering habitat for bald eagles. UDOT states that bald eagles have been sighted in the Canyon. However, UDOT states that bald eagles would not suffer harm or disruption because they have never been reported within a 2-mile radius of the study area. Asserting that a massive 8-mile gondola directly adjacent to Little Cottonwood Creek would have no impact on bald eagles, just because they have not been reported to UDOT over that piece of the Canyon is a fallacious argument. Bald eagles travel tens of miles every day and they most certainly cross the Canyon over the gondola impact area, probably repeatedly during a day when in residence. The LCC Creek is a prime resource for bald eagles. The Creek runs within meters of the gondola in many places, well within the EIS impact study area. It is not credible that bald eagles will not pass directly over the gondola's route and attempt to dive past the towers, gondola cabins, and through the 6-runs of steel rope. When they do, they will be in danger of colliding with the 6 wires, 22 towers, and dozens of gondola cabins – collisions with steel cables are the second highest cause of raptor casualties. It is not credible to say that a gondola would pose no danger to bald eagles and other raptors. In addition, the noise (equivalent to adding an entire new road per UDOT's FEIS) and visual motion of the gondola would indisputably be distracting and disrupting to bald eagles and other raptors in the Canyon, whether hunting, mating, resting, or nesting. The US Forest Service needs to complete a more accurate and comprehensive impact study, issue its own EIS and ROD to protect bald eagles and their habitat in LCC as well as other raptors.</p>	A32.29VV
42390	Douglass, Robert	<p>New roads, timber harvesting, and clearance areas are much larger for snow sheds in the IRAs than UDOT's Supplemental IRA Report States – Snow Shed Berms: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" describing its preferred "snow shed with berms alternative". This alternative identifies several large berms lying within US Forest Service Identified Roadless Areas (IRAs). These berms are designed to channel the flow from several avalanche chutes onto and over several long snow sheds. Constructing these berms will require heavy equipment to remove timber, plow up the terrain to create the berm and so doing strip a large area of timber and vegetation on the north side of S.R.210. The berms must be paired with some rechanneling of the topography to induce avalanche slides to converge on the snow sheds. New roads in the IRA are required to access the locations for the berms and to grade the terrain to form berms and grade the terrain to funnel avalanche slides onto the snow sheds. These construction access roads will proceed uphill for some distance through the IRA on each side of the snow sheds. Cranes and helicopters cannot be used to create these berms and channelize the terrain, heavy equipment will need to drive up new access roads from S.R.210. Afte construction, not only will the road scare persist in the IRA for many years, the berm and channelization will alter the terrain permanently. The FEIS and Supplemental Report on IRA impacts does not accurately describe the process of constructing the berms nor the size of the impact on the IRA in violation of the RACR stipulations. Given the inadequacy and omissions in UDOT's FEIS and Supplemental Report, the US Forest Service needs perform its own assessment, develop its own EIS and generate its own ROD that will prevent these significant impacts to the IRA.</p>	A32.3H
42260	Douglass, Robert	<p>UDOT's Supplement on IRAs uses a flawed methodology for accessing IRA impacts: UDOT's FEIS Supplemental report on IRAs assesses the impact of new roads and timber harvesting in the USFS Identified Roadless Areas as minimal. It supports this conclusion by examining each tower in the IRAs and the Tanners Flat angle station and saying each one has a footprint that is minimal as a percentage of its entire IRA. This is a flawed methodology. It is equivalent to stating that a new power plant in an IRA has a minimal environmental impact because the footprint under each coal-fired boiler is minimal and the footprint under each steam turbine is minimal and the impact of the footprint under each smokestack is minimal and the footprint under a short access road into the power plant is minimal compared to the size of the IRA in which you were proposing to build it. The impact of major construction, like a power plant inside an IRA is NOT minimal, even if the impact of the footprint of each component is minimal. Running a new high-tension powerline miles through the Little Cottonwood Canyon with 22 towers, eight towers in Identified Roadless Areas, rising on average 181 feet is not minimal, no matter how small the footprint is of each isolated</p>	A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>piece. UDOT's preferred gondola alternative, is far more intrusive to USFS IRAs than a high-tension powerline running through them. It is larger, far noisier, and has far more visual impact than a high-tension powerline with dozens of continuously moving cabins. Besides omitting a great deal of construction and ground-clearing in LCC Roadless Areas, UDOT uses a flawed analysis methodology to arrive at a plainly wrong conclusion of minimal proposed impact to LCC's IRAs. The Forest Service needs to do its own Environmental Impact Study and issue its own ROD recommending against such an environmentally destructive transportation highway like the gondola in LCC IRAs.</p>	
42401	Douglass, Robert	<p>Diversion berms for UDOT's preferred alternative snow sheds will permanently alter movement of wildlife within the IRAs and between the IRAs over S.R.210: UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" describes its preferred "snow shed with berms alternative" as constructing long berms in the IRA on the north side of S.R.210. These berms are designed to divert avalanche slides and debris and funnel them over a small number of snow sheds onto the south side of S.R.210 into a different IRA. The berms will not only divert snow and debris, but they will also divert wildlife to the ends of these long snow sheds so that wildlife can cross S.R.210 – wildlife will no longer be able to cross the road over the long expanse of the snow sheds. This change in two IRAs will impact wildlife because it will concentrate road crossing on each end of the snow sheds. This concentration represents a probable increase in motorist to animal collisions resulting the increased death of wildlife and increased property damage and injuries to motorists. Because these impacts occur in multiple Little Cottonwood Canyon IRAs and because they were not properly accounted for in the Final EIS or the Supplemental IRA Report by UDOT, the US Forest Service needs to complete its own accurate EIS and issue a ROD that will not permit this damaging change to the environment from the UDOT LCC project.</p>	A32.29VV
41311	Douglass, Robert	<p>3. UDOT's preferred gondola alternative is a highway according to Federal statute definitions: Title 23 U.S. Code § 101 Definitions and declarations of policy: Section (a) (11) Highway, part (B) defines a "highway" as "a right-of-way". U.S. Title 49 Subtitle B/Chapter III/Subchapter B/Part 390/Subpart A/ § 390.5T Definitions: "Highway means any road, street, or way, whether on public or private property, open to public travel". The proposed gondola is "right-of-way" and a "way" and therefore is a highway under Title 23 and under Title 49. A "highway" is synonymous with a 'public road' per the Federal Motor Carrier Safety Administrations directive: FMCSA-RG-390.5T-Q026, issued 4 April 1997. As a highway or public road, the gondola itself falls under the Congressional Roadless Areas Conservation Act of 2001, adopted by the US Forest Service (USFS) as the RACR Rule of 2001 and 2005. UDOT fails to assess the gondola itself as a new 8, mile-long road that crosses all three IRAs in Little Cottonwood Canyon. This constitutes a serious omission and error in the NEPA process and the FEIS and supplementary reports.</p>	A32.3G
42360	Douglass, Robert	<p>UDOT LCC FEIS Air Quality Supplemental Report fails to analyze pollution caused by the preferred gondola option's air pollution caused by its use of electricity generated predominately by Utah coal-fired electrical generators: impact of use electric buses: The UDOT Little Cottonwood Canyon (LCC) FEIS Air Quality Supplemental Informational Technical Report fails to evaluate the best air quality technology for the LCC Project: use of all electric buses. The supplement addresses the use of an all-diesel bus fleet for its bus alternatives analyzed in the FEIS. These are the most polluting of the bus options that UDOT could have chosen. Analysis by researchers at the University of Utah have determined that the gondola produces more pollution than an all-diesel bus fleet, but the pollution is created primarily at electrical power generation stations remote from LCC. The gondola appears to be less polluting than any of the bus alternatives, even though it is more polluting. The FEIS and the Supplemental Air Quality report ignore the significant CO2, sulfur, and other pollutants generated by burning coal in Utah power plants to power the electric motors of the gondola. No EIS is accurate nor complete without considering the full air quality and air pollutants of all alternatives from source to use by transit in LCC. The UDOT impact study either needs to be reopened and done correctly to fully analyze air quality impacts cause by the gondola or else the USFS needs to conduct its own EIS and issue its own ROD.</p>	A32.10G
41572	Douglass, Robert	<p>2. Under the US Forest Service Roadless Areas Conservation Rule (RACR) rule of 2005, states could petition for modifications to the 2001 RACR as it applies to a specific state. In 2019, the State of Utah petitioned the USFS to modify the 2001 RACR to exclude certain areas from the Identified Roadless Areas (IRAs) in Utah altogether and to allow for road construction for the purposes of improving forest health in several other petitioned areas. While Utah's petition is still pending, it is notable that the State of Utah's petition requests no exemption of the three IRAs in Little Cottonwood Canyon (LCC) from the 2001 RACR protections. Utah's petition specifically includes the IRAs in LCC as part of their petition's map of accepted IRAs. Utah and UDOT clearly have no objection to the enforcement of the 2001 RACR in LCC.</p> <p>UDOT's FEIS presents no compelling reason to violate the intent and the letter of the 2001 RACR in Little Cottonwood Canyon by building multiple roads. Roads would be built under the gondola alternatives for towers, an angle station, tower berms, snow shed attachments, and large snow-shed berms. Regardless of how large or small the collective footprints of those roads would be, there is no rationale or public-good reason for violating the 2001 RACR. UDOT and the FEIS have little reason not to fully comply with 2001 RACR restrictions because UDOT presents an equally effective alternative to a gondola, enhanced busing, that requires zero new roadways, zero new timber harvesting, and imposes zero new impacts within IRAs. The gondola imposes multiple impacts on all three IRAs it crosses, as well as on two closely adjacent National Wilderness Areas and numerous public recreation areas it traverses. UDOT's FEIS and Supplemental Reports incorrectly assess that some of these impacts are minimal or de minimis. Some environmental impacts UDOT's FEIS and its Supplemental Reports omit all together. These inaccuracies and omissions of significant impacts to UDOT's gondola alternatives require the USFS to conduct its own environmental assessment abd environmental impact statement and issue its own ROD. The USFS ROD should considering the impacts of the gondola alternatives and weigh them against the zero new impacts of UDOT's enhanced bus alternative.</p>	A32.3.A; A32.3F
55281	Douglass, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Douglass</p>	
42255	Douglass, Robert	<p>Environmental impacts of the towers in IRAs are omitted from UDOT's Supplemental IRA Report as well as from the FEIS. UDOT neglects to assess and omits to account for the environmental impact of the towers themselves in the IRAs. It omits to account for the steel ropes (6 sets) and for the impact of large moving gondola cabins on wildlife and human recreation around the towers. The operation of the gondola over the towers will create visual and noise impacts similar to but greater than a new road at the site. Unlike a new road, the gondola cabins will be high in the air over the towers creating continuous, non-stop noise and moving visual impact throughout the entire day and many of the hours of nighttime winter operation. The flashing aircraft warning lights on many or all the towers will further disrupt wildlife, especially raptors, as well as human users, such as the unfortunate campers in the USFS Tanners Flat Campground. UDOT in its FEIS assessed the noise impact of the gondola to be no greater than the existing road (S.R.210). However, S.R.210 will still exist and will still generate noise, so the operating gondola will double the noise pollution in all three IRAs and along the new access roads for the IRAs. Unlike the road, the noise will be continuous from 8am to 8pm every day. It will also provide continuous moving visual impacts on wildlife and human activity greater than S.R.210 because of the tower heights and continuous movement throughout the day and many nighttime winter hours. Because of these omissions and flaws in UDOT's FEIS and IRA supplemental report, the USFS needs to conduct its own EIS and issue its own ROD to correctly assess the impacts of the new tower roads and the towers themselves.</p>	A32.3I
42252	Douglass, Robert	<p>Tower footprints, timber harvesting, and clearance areas are much larger for some towers in the IRAs than UDOT's Supplement States – Diversion Berms UDOT's FEIS "Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives" incorrectly assesses the size of timber and vegetation cleared areas around gondola towers and tower access roads because UDOT's IRA supplemental report omits the impact of avalanche diversionary berms that must be constructed to protect towers in avalanche chutes in IRAs. UDOT assesses the permanent impact on the IRAs as only the footprints specifically under the tower and stating that these are minimal as a percentage of the entire IRA. But UDOT omits footprints for new roads necessary for heavy equipment for excavating tower footings and then for ongoing maintenance, repair, inspection, and emergency operations. UDOT's Supplement states that some of the towers are in avalanche paths. As an example, tower 9 will be located in an avalanche chut that on April 15,2023 was buried in 20-30 feet of snow and avalanche debris, such as trees and boulders. Tower 9's site has been hit repeatedly in 2023 and repeatedly in prior years. Such huge flows of snow and hard debris, as has occurred in 2023, would damage or destroy one or more of a tower's support legs. Such damage would close the gondola for months to years. This threat to towers constructed in avalanche paths is well known in the lift industry, just not known to UDOT. Ski lifts and ore-bucket gondolas for mines that have to locate towers in avalanche chutes are always protected by constructing large diversion berms that move snow slides around and away from the tower base. Numerous pictures of towers protected by avalanche diversion berms can be found online and around mining sites like the ore bucket gondolas between Silverton and the ghost town of Silver Lake CO. UDOT's FEIS and IRA Supplemental Report neglects to account for the cost of such berms and for the road-like clearance required around towers in order to construct them by bulldozing up material to form them. Because UDOT's Supplement on IRAs omits the need for these diversion berms, the UDOT IRA assessment fails to account for their footprints and their impact. Their impact includes clearing an area of vegetation and timber around a tower that is much larger than the footprint under the tower – the only footprint UDOT assessed. To form the berms earth and stone will need to be scraped up and piled into the berms or substantial material needs to be trucked in, scaring a large area around each protected tower. The berms themselves will divert avalanching snow and debris, and they will also divert flowing water and subsoil drainage, altering a portion of the watershed. None of these impacts were identified, analyzed, nor mitigated in UDOT's Supplemental IRA report for UDOT's FEIS. Because of these omissions and flaws in UDOT's Final EIS and the IRA supplemental report, the USFS needs to conduct its own EIS and issue its own ROD to correctly assess the impacts of the tower roads, the towers themselves, and the avalanche diversion berms.</p>	A32.3H
43679	douros, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric douros</p>	A32.3A; A32.3F
47074	Doutre, London	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, London Doure</p>	
55781	Dove, Katja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katja Dove</p>	A32.3A; A32.3F
40696	Dow, Doyle	<p>I have the following comments to make concerning the Roadless Area Conservation Rule and the Air Quality Report:</p> <p>1: I do not support the conclusion that the gondola would have little or no impact on the on the Wilderness Areas or the IRAs. The towers, construction and access and maintenance roads all have impacts that are to compatible with these areas. The scenic impacts of the gondola are not compatible with the IRAs and adjacent Wilderness Areas. The gondola is also a general scenic blight on the whole canyon.</p> <p>2: The conclusion that future buses will continue to be diesel is a fallacy. In the future, and certainly before a gondola would be built, bus service will be a non or very little polluting source. Electric or another source of power will be used in the buses.</p> <p>3. The whole gondola project would be huge waste of taxpayer money that could best be used elsewhere. A more realistic cost would be over 1 billion dollars and the cost to ride should be over \$100 dollars unless there was a massive taxpayer subsidy. Most residents of Utah do not ski and do not travel in the canyon in the winter and it would be unfair to tax them to support a project that goes to 2 private ski resorts. Enhanced bus service is less costly, could stop in more place, and could take passengers from multiple stops in the valley straight to the ski areas or other stops.</p>	A32.3A; A32.3F; A32.3G
51670	Dow, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Dow</p>	A32.3A; A32.3F
43710	Dow, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Dow</p>	
50425	Dowling, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Dowling</p>	A32.3A; A32.3F
50526	Dowling, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Dowling</p>	A32.3A; A32.3F
52008	Down, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Down</p>	A32.3A; A32.3F
45179	downard, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie downward</p>	
43123	Downard, Dominique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominique Downard</p>	A32.3A; A32.3F
45705	Downs, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Downs</p>	A32.3A; A32.3F
44898	Downs, Zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Zoey Downs	
50319	Doyle, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Doyle</p>	A32.3A; A32.3F
49113	doyle, lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lily doyle</p>	A32.3A; A32.3F
43733	Doyle, Patty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patty Doyle</p>	A32.3A; A32.3F
46437	Doyle, Samson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samson Doyle</p>	
48268	Drabik, Haedyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haedyn Drabik</p>	A32.3A; A32.3F
51041	Drach, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Take a look at how Aspen operates with their efficient bus system. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Drach</p>	A32.3A; A32.3F
45791	Draeger, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Draeger</p>	A32.3A; A32.3F
43265	Drafke, Ryan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Drafke</p>	
54996	Drage, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Drage</p>	A32.3A; A32.3F
55053	Draheim, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Draheim</p>	A32.3A; A32.3F
50681	Drain, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Drain	
45953	Drake, Dex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dex Drake</p>	A32.3A; A32.3F
51948	Drake, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Drake</p>	A32.3A; A32.3F
54489	Draney, Camry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camry Draney</p>	A32.3A; A32.3F
40657	Draney, Kaylon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylon Draney</p>	
39402	Dransfield, Janelle	<p>This is an irreversible decision that should without question be lead by a robust bussing system. Zion National Park is a great example of how a shuttle system can help not only improve transportation and reduce traffic, but in turn also increase tourism. A gondola would not serve the public. It would risk our water shed, damage habitats, and permanently sacrifice world class climbing. It would not reduce traffic. We need public transport alternatives!</p>	A32.29VV
52677	Draper, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Draper</p>	A32.3A; A32.3F
41705	Draper, Del	<p>Del Draper</p> <p></p> <p>April 18, 2023</p> <p>Comments on Little Cottonwood Canyon EIS</p> <p>Identity of Commenter</p> <p>I am 71 years old and have had a family cabin at  since 1961. Over the decades I have driven up and down Little Cottonwood Canyon literally thousands of times and I am very familiar with traffic patterns in the Canyon. I am an avid skier and ski all Utah resorts. I both use the bus and drive my own car when I go skiing.</p> <p>Roadless Rules</p> <p>The proposed gondola will violate the Road Rules pertaining to the Twin Peas, White Pine and Lone Peak Inventoried Roadless Areas. From reading the report, it appears that UDOT believes the gondola would be exempt from the Roadless Rules because the gondola is not a road. This is an overly simplistic analysis. The purpose of the whole EIS process is to evaluate transportation solutions in Little Cottonwood Canyon.. The gondola is a proposed transportation solution and must be analyzed for its impact on roadless areas every bit as much as if it were a road. Further, it appears that 8 of the proposed gondola towers would be in the roadless areas. There would be blasting, grading and impacts related to the construction of the tower bases in roadless areas which are equivalent in impact to road construction. For these reasons the gondola is not exempt from the Roadless Rules.</p> <p>Air Quality Study</p> <p>A significant deficiency of UDOT's EIS is the use of only hydrocarbon fuels in evaluating the pollution generated by hydrocarbon fueled buses. Electric buses are a viable alternative and, as such must be evaluated. I recall the day about a year ago that a fully load ProTerra electrical bus showed up at Alta, demonstrating that electrical buses could reliably ascend Highway 210. Yet, despite this, in their answer to the FHA inquiry, UDOT did not include an analysis of the pollution, or the absence thereof, by the use of electrical buses. This relevant and important comparison of electrical buses to buses fueled by hydrocarbon gives an inadequate and incomplete analysis. A more in depth analysis is required. In this new UDOT scenario, all buses would be powered by diesel in 2050 and would be at their maximum age of 14 years. It's unacceptable for UDOT to claim that an electric bus option is outside of the scope of the Little Cottonwood Canyon project, but other fuel types are to be studied.</p>	A32.3G; A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47633	Draper, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Draper</p>	A32.3A; A32.3F
55174	Draper, Marlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlee Draper</p>	A32.3A; A32.3F
53649	Draper, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Draper</p>	A32.3A; A32.3F
53877	Draves, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Draves</p>	
45872	dray, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven dray</p>	A32.3A; A32.3F
42509	Drechsel, Ashtyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashtyn Drechsel</p>	A32.3A; A32.3F
54803	Dreher, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Dreher</p>	A32.3A; A32.3F
39487	Drennan, Andrew	<p>Along with the majority of comments already put forth, I think the gondola is robbing future generations of the LCC magic. Along with major view issues, cost, and the relatively limited capacity per hour, I have concerns over the construction and fear that the watershed is at great risk of hydraulic, diesel, cement, or other leaks. This is a watershed so sensitive that dogs are not permitted. Construction will undoubtedly have more adverse effects on the water quality.</p>	A32.29VV
48476	Dressing, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Dressing</p>	
43423	Dressman, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Dressman</p>	A32.3A; A32.3F
52001	Drew, Ashlynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlynn Drew</p>	A32.3A; A32.3F
46771	Dreyer, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kelsey Dreyer	
55361	Dreyer, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Dreyer</p>	A32.3A; A32.3F
44504	Driggs, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Driggs</p>	A32.3A; A32.3F
54146	Driggs, Jaycee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaycee Driggs</p>	A32.3A; A32.3F
40550	Driggs, Tom	<ol style="list-style-type: none"> 1. Little Cottonwood Canyon (LCC) is a priceless gem. Like the Hope Diamond, cutting the LCC in two with the gondola would greatly reduce the value of the irreplaceable "gem." 2. Roads and infrastructure for the gondola will cause significant negative impacts on USFS Inventoried Roadless Areas. Construction of the proposed gondola should not take place within the Roadless Areas. 3. The gondola would directly violate the Roadless Rule and take away from many of the qualities that are protected by RACR: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. 4. While UDOT claims required new roads would cover a small percent of the total area of the three Inventoried Roadless Areas, the visual, noise, and watershed impacts would impact 	A32.3A; A32.3F; A32.3H; A32.3G; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>a significantly larger percentage of the three roadless areas.</p> <p>5. The construction of towers in the canyon will cause irreparable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity.</p> <p>6. Access to gondola towers in USFS Inventoried Roadless Areas will be required in anticipation of emergency evacuations. Research shows that wire rope systems are not infallible and there will come a time when evacuation and emergency repair will require road access to the towers.</p> <p>7. UDOT is presenting data on a "worst case, all diesel bus scenario" designed to make the bus options look bad. UDOT NEPA process is in error in failing to generate a "best case scenario" using currently available, proven electric buses.</p> <p>7. The proposed gondola towers will be visible and audible from virtually the entire Roadless Areas and from much of the two National Wilderness Areas that closely parallel it – a violation of the intent of RACR.</p> <p>8. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of timber within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>9. A gondola angle station will lie inside a USFS Inventoried Roadless area ¼ mile from the Tanner Flat Campground, a public recreation area. The road to the angle station and paved area would require timber removal and impact visually on campers as shown by UDOT's renderings, and noise pollution will double according to UDOT's FEIS.</p> <p>10. The gondola angle station would not only pave over a portion of the roadless area, it requires excavation of an EPA superfund site that UDOT's FEIS says is likely contaminated with lead and arsenic. UDOT fails to assess the environmental impact of such a construction in an Inventoried Roadless Area.</p> <p>11. Even if the gondola system isn't defined as a 'road', it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>12. The gondola is itself a major new transportation system built on top of Inventoried Roadless Areas. The world's largest gondola would impose even greater impacts than a paved road on the miles of Forest Service scenic and recreational values of the three Roadless Areas it crosses.</p> <p>13. Building gondola towers and an angle station in Roadless Areas will greatly impact over 1,200 different plants and animals.</p> <p>14. The Little Cottonwood Canyon watershed is essential to Salt Lake City. The City assessed the proposed gondola's impacts on the watershed to be highly detrimental to the development and continued well-being of the metro area.</p> <p>15. Taxpayers will pay each month to support a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, both directly from new roads and a major new transit system in the roadless areas.</p> <p>16. Simply, there are better, lower cost, less invasive alternatives that provide solutions to the current transportation problem....please do not cut the "gem"!</p>	<p>See Responses in Appendix A of the ROD</p>
55068	Driller, Tenaya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tenaya Driller</p>	A32.3A; A32.3F
45417	Driscoll, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Driscoll</p>	
54013	Dritto, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Dritto</p>	A32.3A; A32.3F
42740	Dritto, Hailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailee Dritto</p>	A32.3A; A32.3F
48666	Drobek, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Drobek</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51244	Droll, Bethanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethanne Droll</p>	A32.3A; A32.3F
45049	Drossos, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Drossos</p>	A32.3A; A32.3F
56157	Droubay, Donald	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donald Droubay</p>	A32.3A; A32.3F
42017	Druckhammer, Claudia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for your consideration.</p> <p>Regards, Claudia Druckhammer</p>	
45732	Drury, Brendon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendon Drury</p>	A32.3A; A32.3F
44305	Drury, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Drury</p>	A32.3A; A32.3F
42767	DuBay, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel DuBay</p>	A32.3A; A32.3F
53428	Dubek, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dubek</p>	
45197	Dubendorfer, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Dubendorfer</p>	A32.3A; A32.3F
46711	Dubil, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Dubil</p>	A32.3A; A32.3F
40388	Dubock, John	<p>I've worked at Snowbird for 15 years. We lost the mass transit people about 7 years ago, they bought 70k cars, love the control, stopped riding buses and will NOT support a gondola. Limit skiers per day, 15 min buses like in the past now that the Internet is stable up the Canyon. Toll the road for frequent fliers. You can't sell the beauty of Utah, then resell it as a private money grubbing gondola. Lifts break down, stop and don't run during Interlodge. The public loves lining up for 4hr at the base, partying with their base camp, getting work done, sleeping, it's a mess! Only in Utah where 7% of the locals ski could a series of stupid solutions be even considered, time to pay to play!</p>	A32.29VV
46746	dubois, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Robert dubois</p>	
45742	DuBois, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie DuBois</p>	A32.3A; A32.3F
41398	Dubroff, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Dubroff</p>	A32.3A; A32.3F
41023	Dubrow, Paige	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. How will you access the towers for construction and maintenance? The answer is you would need a road.</p> <p>Ultimately, the gondola would be a remarkable blemish on the natural beauty that would cause irreparable damage and destruction to protected land. It would harm the watershed and destroy much-loved rock-climbing boulders. It would not serve the people of the Salt Lake Valley but rather would support a tourist demand while ignoring the needs of local recreationists. The gondola is not valuable to anyone who does not need or want to access the two ski resorts in Little Cottonwood Canyon. It would also not reduce the number of cars traveling the canyon at all. The gondola would not reduce traffic but would push traffic onto Wasatch Blvd as people try to access the base station. This would create the same amount of traffic with a greater negative impact on the neighborhoods and local commuters near the mouth of the canyon. The ski bus system has been gutted this year with fewer buses traveling up the canyon less frequently and that has been greatly felt by those trying to utilize that resource. Additionally, there is nothing to say that this gondola will not fall victim to vandalism, as has been demonstrated with the Sea to Sky gondola in British Columbia. All it takes is one passionate angry person and an angle grinder to cause millions of dollars of damage and render the gondola unusable.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I also support UDOT being more forthcoming with the facts and not engaging in potentially corrupt dealings with those who would profit from the gondola at the cost of taxpayer dollars. Governor Cox stated yesterday, in regard to a potential MLB stadium, that taxpayers should not subsidize the rich when most of the benefits accrue directly for franchise owners. This is the same logic that should be applied to the gondola.</p>	A32.3H; ;A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42760	DuBruille, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua DuBruille</p>	A32.3A; A32.3F
46332	Duchnak, Siena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Siena Duchnak</p>	A32.3A; A32.3F
47779	Dudek, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyson Dudek</p>	A32.3A; A32.3F
39451	Dudney, Van	the gondola is very bad mkay, more kooks given access to the mountain in a day is very bad mkay.	A32.29VV
43157	Dudney, Van	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Van Dudney</p>	
53211	Dudukovich, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Dudukovich</p>	A32.3A; A32.3F
47832	Due, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Due</p>	A32.3A; A32.3F
46311	Duenes, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Duenes</p>	A32.3A; A32.3F
45783	Duenes, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Duenes</p>	
50286	Duffin, Clay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clay Duffin</p>	A32.3A; A32.3F
43167	Duffin, Dusty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dusty Duffin</p>	A32.3A; A32.3F
43156	Duffin, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Duffin</p>	A32.3A; A32.3F
49096	Duffin, Kaitlin	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Duffin</p>	
51962	Duffin, Londa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Londa Duffin</p>	A32.3A; A32.3F
48941	Duffin, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Duffin</p>	A32.3A; A32.3F
46717	Duffin, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Shane Duffin</p>	
49785	Duffin, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Duffin</p>	A32.3A; A32.3F
43116	Duffy, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Duffy</p>	A32.3A; A32.3F
50743	dugan, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam dugan</p>	A32.3A; A32.3F
40647	Dugan, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Dugan</p>	
40656	Dugan, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Dugan</p>	A32.3A; A32.3F
50549	Dugan-Knight, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. There are many that would alleviate the traffic faster and without causing such damage to the ecosystem.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Dugan-Knight</p>	A32.3A; A32.3F
53637	Duggan, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Duggan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49353	Duggan, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Duggan</p>	A32.3A; A32.3F
49173	Duggan, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Duggan</p>	A32.3A; A32.3F
46584	Duhme, Thaddeus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thaddeus Duhme</p>	A32.3A; A32.3F
42752	Duke, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Duke</p>	
49047	Duke, Susannah	<p>To whom it may concern,</p> <p>Im a local Utahn and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susannah Duke</p>	A32.3A; A32.3F
54950	Dulaney, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Dulaney</p>	A32.3A; A32.3F
56096	Duletzke, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Duletzke</p>	A32.3A; A32.3F
48145	Dumas, Cynthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cynthia Dumas</p>	
47159	Dumas, Jaxon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaxon Dumas</p>	A32.3A; A32.3F
41163	Dumas, Sage	<p>The people have already said MULTIPLE TIMES we do not support the gondola. Even big names like Patagonia, black diamond and others have spoken out against it. It will ruin the ecosystem of the canyon WHICH IS SUPPOSED TO BE PROTECTED. But the gondola doesn't care it is just a cash cow. And not to mention most people won't be able to afford 200\$ a ticket PLUS the actual resort prices. My tax dollars are going to fund that? Absolutely the [REDACTED] not.</p>	A32.29VV
42660	Dunbury, Emery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emery Dunbury</p>	A32.3A; A32.3F
48573	Duncan, Delaney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Delaney Duncan</p>	
53943	Duncan, Gina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gina Duncan</p>	A32.3A; A32.3F
54052	Duncan, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Duncan</p>	A32.3A; A32.3F
51777	Duncan, Lexy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexy Duncan</p>	A32.3A; A32.3F
52806	Duncan, Nic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nic Duncan</p>	
39957	duncan, shane	do not allow a gondola to be built in little cottonwood canyon. the towers would violate the roadless rule, and would be devistating to the nature of the canyon.	A32.29VV
43852	Duncan, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Duncan</p>	A32.3A; A32.3F
50041	Duncan, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Duncan</p>	A32.3A; A32.3F
54671	Dunford, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Dunford</p>	A32.3A; A32.3F
45750	Dunford, Jason	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Dunford</p>	
52910	Dunford, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Dunford</p>	A32.3A; A32.3F
39923	Dunford, Mary	<p>This gondola would directly violate the roadless rule, and negatively impact wilderness areas. Do not let corporate greed continue to ravage and pollute this state. There are better solutions to this issue.</p>	A32.29VV
55560	Dunford, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Dunford</p>	A32.3A; A32.3F
53046	dunford, william	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, william dunford</p>	
51641	Dunham, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dunham</p>	A32.3A; A32.3F
50673	dunkley, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley dunkley</p>	A32.3A; A32.3F
50499	Dunlap, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Dunlap</p>	A32.3A; A32.3F
41671	Dunlea, John	<p>Tolling, snowsheds, enhanced bus service.</p> <p>No Gondola.</p> <p>I have made my permanent residence at Alta. Yes, the road can and has been a nightmare at times, but a gondola is not the solution.</p> <p>Best of luck!</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51732	Dunn, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Dunn</p>	A32.3A; A32.3F
52257	Dunn, Baylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylee Dunn</p>	A32.3A; A32.3F
41968	Dunn, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fiona Dunn</p>	A32.3A; A32.3F
54582	dunn, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly dunn</p>	
53209	DUNN, JAIMIE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JAIMIE DUNN</p>	A32.3A; A32.3F
55185	Dunn, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Dunn</p>	A32.3A; A32.3F
53231	Dunn, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Dunn</p>	A32.3A; A32.3F
47754	Dunn, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Dunn</p>	
48718	dunn, mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mary dunn</p>	A32.3A; A32.3F
50449	Dunn, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Dunn</p>	A32.3A; A32.3F
40399	Dunn, William	<p>I'm AGAINST Gondola!!! My biggest concern are the tower footings and maintenance access - particularly towers 6,7,10 & 11. This short-sighted system will destroy the natural beauty of Little Cottonwood Creek and can only harm the experience that the canyon floor provides. As an analogy, I-15 was packed, so it was expanded, then it became packed again, and so on. It's carrying capacity is always stretched and so too will our canyons.</p> <p>How does the gondola benefit the other canyons? Obviously, this is a another attempt at side-stipping toward interconnect and ski area expansion.</p> <p>Given the speculative circumstances that it's an inevitability that skiers must be removed from their cars and transported by other means, I would favor the Cog Rail. It is less invasive and is a better form of transport than a box full of people hanging in the air subject to high winds and worse - terrorism. It disturbs me that the EIS underestimates the environmental impact of the tower footings and what's worse - completely ignores the reality of construction & maintenance. "A crane or a helicopter could be used to deliver materials for construction". Is this not the weakest link in the chain? The gondola proposal lacks serious credibility and is posited in error & dreaminess. It's an oversimplification for a long-term solution and should be dismissed in terms of a reasonable and effective plan better suited for this natural wonder of a canyon that deserves more intelligent and sensitive consideration.</p>	A32.3H; A32.3I
46069	Dunne, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Dunne</p>	
48147	Dunne, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Dunne</p>	A32.3A; A32.3F
41285	Dunow, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela Dunow</p>	A32.3A; A32.3F
50373	Dunston, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Dunston</p>	A32.3A; A32.3F
47282	Duong, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Duong</p>	
41451	Duong, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Duong</p>	A32.3A; A32.3F
52848	Dupaix, Alisann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisann Dupaix</p>	A32.3A; A32.3F
49797	Dupee, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alex Dupee	
46845	Duque, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Duque</p>	A32.3A; A32.3F
44619	Duquet, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Duquet</p>	A32.3A; A32.3F
52177	Durant, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Durant</p>	A32.3A; A32.3F
45180	Durbin, Kristen	<p>To whom it may concern,</p> <p>As a resident of Salt Lake City, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Durbin</p>	
55500	Durden, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Durden</p>	A32.3A; A32.3F
46267	Durham, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Durham</p>	A32.3A; A32.3F
53318	Durham, Annika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annika Durham</p>	A32.3A; A32.3F
44984	Durham, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Durham</p>	
51052	Durham, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Durham</p>	A32.3A; A32.3F
53559	Durham, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Durham</p>	A32.3A; A32.3F
52748	Durham, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Steve Durham</p>	
52309	Durham, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Durham</p>	A32.3A; A32.3F
42391	Durif, Charlotte	<p>No gondola.</p> <p>Put seasonal bus/toll solution in place.</p>	A32.29VV
55419	Durrans, Anna	<p>To whom it may concern,</p> <p>Please stop. Listen to the public voice. Building the Gondola in Little Cottonwood Canyon has so many irreversible effects. It will forever destroy the beautiful scenery and habitat of so many animals there. The constant noise pollution will drive away animals, and has negative effects on the ecosystem as a whole. The traffic is bad yes, but a gondola is not the solution that anyone wants. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Durrans</p>	A32.3A; A32.3F
49084	durrant, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily durrant</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52400	Durrant, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Durrant</p>	A32.3A; A32.3F
55610	Durrett, Kellam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellam Durrett</p>	A32.3A; A32.3F
55581	durrett, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel durrett</p>	A32.3A; A32.3F
51095	Dutra, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Dutra</p>	
47877	Dutson, Addy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addy Dutson</p>	A32.3A; A32.3F
49893	Dutson, Tavia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tavia Dutson</p>	A32.3A; A32.3F
44495	dutt, meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, meghan dutt</p>	A32.3A; A32.3F
54377	DuVall, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily DuVall</p>	
45218	Duvall, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, greater and mandatory enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Duvall</p>	A32.3A; A32.3F
43444	Duxbury, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Duxbury</p>	A32.3A; A32.3F
54094	Dweik, Amjed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I oppose it in totality.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amjed Dweik</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45117	Dworshak, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Dworshak</p>	A32.3A; A32.3F
45114	Dworshak, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Dworshak</p>	A32.3A; A32.3F
45136	Dwyer, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Dwyer</p>	A32.3A; A32.3F
43503	dwyer, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline dwyer</p>	
41648	Dwyer, Murphy	<p>The traffic delays and crowds foreseeable at the gondola base will cause many prospective users to drive instead. Gondola seems like the most expensive and least efficient solution.</p>	A32.29VV
55039	Dyches, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Dyches</p>	A32.3A; A32.3F
48968	Dyck, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Dyck</p>	A32.3A; A32.3F
45976	Dyck-Mccrary, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Dyck-Mccrary</p>	A32.3A; A32.3F
47210	Dye, Jehoiakim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jehoiakim Dye</p>	
44698	Dyer, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Dyer</p>	A32.3A; A32.3F
54256	Dyer, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Dyer</p>	A32.3A; A32.3F
43772	dyer, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole dyer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54344	Dyer, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Dyer</p>	A32.3A; A32.3F
45927	Dyer, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Dyer</p>	A32.3A; A32.3F
40735	Dyett, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Dyett</p>	A32.3A; A32.3F
43190	Dyke, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Dyke</p>	
45790	dyke, rayn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rayn dyke</p>	A32.3A; A32.3F
56003	Dykes, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Dykes</p>	A32.3A; A32.3F
48584	Dykstra, Sommer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sommer Dykstra</p>	A32.3A; A32.3F
45617	Dyrdal, Bent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bent Dyrdal</p>	
44335	Dzineku, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Dzineku</p>	A32.3A; A32.3F
41076	E, Aili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aili E</p>	A32.3A; A32.3F
52905	E, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana E</p>	A32.3A; A32.3F
55374	E, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan E</p>	
39914	EADES, BRAD	<p>These mountain will only stay beautiful if we respect their beauty. To build projects like this you have to build roads for the equipment. Cutting apart vegetation that has built over time. Keep little cottonwood safe. We cannot pretend this is what best.</p>	A32.3H; A32.3I
49524	Eads, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Eads</p>	A32.3A; A32.3F
54155	Eagar, Packer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Packer Eagar</p>	A32.3A; A32.3F
47353	Eakins, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jessica Eakins</p>	
45144	EALY, PAUL	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, PAUL EALY</p>	A32.3A; A32.3F
39659	Eames, April	<p>You have more people not wanting the gondola than you do that want it. Why are you not listening to the people of Utah?</p>	A32.29VV
49783	Earl, Alexia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexia Earl</p>	A32.3A; A32.3F
48502	Earl, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Earl</p>	A32.3A; A32.3F
49125	Earl, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Earl</p>	
40305	earl, scot	<p>bad idea, lets expand bus service and build avalanche tunnels. If you had bus service every 10 minutes people would ride. Instead you cut bus service, which leads to more congestion. Was this planned? I think so. Additionally, the gondola is not scalable, you can't easily add more cars. Capacity is set. By expanding bus service, you can always add more busses. Additionally, this nothing to address the cluster that is big cottonwood. We have two canyons you know! As an avid skier and canyon user I am against the gondola.</p>	A32.29VV
54144	Earl, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Earl</p>	A32.3A; A32.3F
40943	Earl, Scott	<p>The gondola is a horrible idea that will ruin little cottonwood canyon, please explore other options.</p>	A32.29VV
49207	Earle, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Earle</p>	A32.3A; A32.3F
45933	early, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Melinda early	
47958	Easley, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Easley</p>	A32.3A; A32.3F
50226	East, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse East</p>	A32.3A; A32.3F
40439	Eastham, Emma	I have grown up in Utah my entire life and have spent countless weeks in the canyons. One of my favorite things about the canyons is looking out the window and seeing the trees and being in nature. I do not want to look out the window and see that being destroyed. The gondola would take years to complete and get running. It would take less time to figure out another solution that works for both UDOT and the people of Utah.	A32.29VV
53352	Eastman, Jayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayden Eastman</p>	A32.3A; A32.3F
41618	Eastman, Joshua	The condition in little cottonwood canyon has reached a breaking point. Not only is Little Cottonwood Canyon, an embarrassment to anyone that likes to ski and use the mountains it's complete failure to remain open under after even the mildest of snowfall reflects poorly upon the whole state and completely make a total mockery of our covenanted status as "greatest snow on earth" every time it snows is when people want to ski and use the mountains the most! Every avenue and possibility that renders the general public access to the mountain in bad conditions should be esteemed not dismayed. The current operations that facilitate travel up and down canyon have failed miserably, and only get worse with each passing season.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>It is unbelievable that the worlds greatest snow on earth is unattainable so often to those that love and cherish it the most. Something, anything, has to be done to stop the joke that is now the little cottonwood canyon conundrum. I put my support behind any thing that will change the current conditions in a little cottonwood canyon and gives the people back access to what Utah should always be proud of. Enjoyment of the mountains and access for the people is what should matter not some small interests groups opinion. We the peoples ability to go skiing and enjoy the mountains is the issue. Enjoyment of the mountains and access to it for the people is what should matter period. not small interest groups opinions. The ongoing status quo is degenerating he worse and worse every year. Myself and thousands of others feel the same way stop the madness and build something better!</p>	
50852	Eastman, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Eastman</p>	A32.3A; A32.3F
49198	Easton, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for all you've done this season! As a frequent visitor for Utah, you have my gratitude</p> <p>Regards, David Easton</p>	A32.3A; A32.3F
47688	Easton, Sally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sally Easton</p>	A32.3A; A32.3F
51420	Ebbers, Hudson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hudson Ebbers</p>	
53341	Eberhard, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Eberhard</p>	A32.3A; A32.3F
53121	Eberhardt, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Eberhardt</p>	A32.3A; A32.3F
42986	Eberle, Emmett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emmett Eberle	
39255	Eberle, Will	Do not build a gondola. It will not solve the root of the issue. Please create a bus only lane with uphill travel till 12pm and downhill travel afterwards. Add more busses and incentivize taking it. Zion does this well so why cant we?	A32.29VV
45934	Ebert, Bryan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bryan Ebert	A32.3A; A32.3F
53040	Ebi, Anastacia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Anastacia Ebi	A32.3A; A32.3F
43400	Eby, Taylor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor Eby	A32.3A; A32.3F
54285	Eccles, Vic	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vic Eccles</p>	
47745	EchoHawk, Kiya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiya EchoHawk</p>	A32.3A; A32.3F
41146	Eckberg, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Eckberg</p>	A32.3A; A32.3F
44188	Eckel, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Eckel</p>	A32.3A; A32.3F
43907	Eckert, Gabe	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Eckert</p>	
44620	Eckert, Graham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Eckert</p>	A32.3A; A32.3F
41621	Eckert, Jeff	<p>This is ridiculous. You want to spend half a billion dollars for two ski resorts. Forget the environment, forget the trailheads, forget people who don't want to frequent those businesses. And the taxpayers are paying? This is a terrible abuse of government power. Stop it. No gondola.</p>	A32.29VV
40137	Eckert, John	<p>A gondola stretching the length of Little Cottonwood Canyon would become a taxpayer boondoggle and a perpetual eyesore to those of us who love the scenic beauty of the canyon. Avalanche bridges over the existing roadway coupled with increased bus service and possibly a dedicated bus lane is a far better solution to this complicated problem!</p>	A32.29VV
46582	Eckert, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Eckert</p>	A32.3A; A32.3F
53461	Eckhardt, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Eckhardt</p>	
47340	eckhoff, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline eckhoff</p>	A32.3A; A32.3F
50546	Eckland, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Eckland</p>	A32.3A; A32.3F
42816	Eckles, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Eckles</p>	A32.3A; A32.3F
42865	Eckstrom, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Eckstrom</p>	
54385	Eckwortzel, Gary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project as it is neither an environmentally friendly solution or a fiscally responsible one... I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gary Eckwortzel</p>	A32.3A; A32.3F
39905	Economy, Christina	I do NOT want a gondola in any canyon or any roadless Utah area. I will continue to submit comments and fight to stop this. Please listen to the users and citizens on this issue!!!	A32.29VV
53650	Eddington, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Eddington</p>	A32.3A; A32.3F
40188	Edelman, Eric	I am writing in opposition to the gondola. I feel UDOT has forced this option on the taxpayers of Utah with little consideration of the needs or concerns of the individuals that need to pay for project. Additionally. Little Cottonwood Canyon would see excess damage to the natural beauty of the canyon that the previous evaluations have not taken into account.	A32.29VV
39796	Edelman, Eric	<p>I believe this project has missed the objective and has gone directly to taking taxpayer money to fund a project for two private businesses. I do not support the effort to take taxpayer money to fund such a project.</p> <p>I believe the gondola will destroy the watershed and wildlife habitat in LLC. This study has avoided evaluating the actual damage of building numerous towers within the canyon that will require additional infrastructure for each tower.</p>	A32.29VV
42550	Edelmayer, Brooklynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklynn Edelmayer</p>	
45969	edelstein, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason edelstein</p>	A32.3A; A32.3F
48541	Eder, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Eder</p>	A32.3A; A32.3F
51955	Edgel, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kayla Edgel</p>	
52656	Edgel, Willis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Willis Edgel</p>	A32.3A; A32.3F
43827	Edkins, Jena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jena Edkins</p>	A32.3A; A32.3F
45647	Edlund, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Edlund</p>	A32.3A; A32.3F
54874	Edman, Emilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emilee Edman</p>	
42979	Edmonds, Dustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustin Edmonds</p>	A32.3A; A32.3F
50975	Edmondson, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Edmondson</p>	A32.3A; A32.3F
43133	Edmondson, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Edmondson</p>	A32.3A; A32.3F
53789	Edmondson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Edmondson</p>	
39965	Edmunds, Margaret	<p>I am writing to object to the plan to construct gondola towers, snow sheds, and angle stations in roadless areas. In addition, the proposed vegetation removal that would take place within Inventoried Roadless Areas in Little Cottonwood Canyon would be devastating to the area's character. As you know, the Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes. UDOT and the USFS' proposals would diminish the roadless characteristics of Little Cottonwood Canyon. Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units, it was NOT in these units and certainly not for the purposes of building a gondola, which detracts from, rather than enhances, the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected! Please protect the beauty of these wilderness areas, rather than destroying their unique character.</p>	A32.29VV
52222	Edson, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Edson</p>	A32.3A; A32.3F
45244	Edwards, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Edwards</p>	A32.3A; A32.3F
42170	Edwards, Frederic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frederic Edwards</p>	
53811	Edwards, Gus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gus Edwards</p>	A32.3A; A32.3F
47713	Edwards, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Edwards</p>	A32.3A; A32.3F
40588	Edwards, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Edwards</p>	A32.3A; A32.3F
46760	Edwards, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Edwards</p>	
40071	Edwards, Matthew	<p>The report is quite detailed and impressive so thank you to start.</p> <p>the traffic on the south side of Wasatch Boulevard and Little cottonwood canyon where they are now funneling traffic has become problematic for my home, I live just south of the intersection. I purchased this home because it was near the resorts I love to ski, giving me ample access to 4 epic mountains. in previous years people would line up on the shoulder, this has stopped happening, they now take up the whole road. the police officers who are on duty that day should do laps to force skiers onto the shoulder like in the old day.</p> <p>I am also pleading with you to not install a gondola. this will lower home values around the area dramatically as most of the owners of these homes purchased these homes for skiing.</p>	A32.29VV
42667	Edwards, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Edwards</p>	A32.3A; A32.3F
51788	Edwards, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Edwards</p>	A32.3A; A32.3F
47020	Edwards, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Edwards</p>	
52280	Edwards, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Edwards</p>	A32.3A; A32.3F
53540	Edwards, Scotty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scotty Edwards</p>	A32.3A; A32.3F
42177	Eelnurme, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Eelnurme</p>	A32.3A; A32.3F
45316	Egan, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Egan</p>	
48447	Egan, Kolsen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The gondola is extremely inefficient to solve the congestion in the canyon and a horrible use of taxpayer dollars. There are very limited reasons to even use the gondola during the ski season and throughout the remainder of the year.</p> <p>Regards, Kolsen Egan</p>	A32.3A; A32.3F
53174	Egan, Torie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torie Egan</p>	A32.3A; A32.3F
55675	Egbert, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Macy Egbert</p>	
43237	Egelhaaf, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Egelhaaf</p>	A32.3A; A32.3F
52427	Eger, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Eger</p>	A32.3A; A32.3F
42756	Egg, Charlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlee Egg</p>	A32.3A; A32.3F
43995	Eggers, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Eggers</p>	
49626	eggert, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael eggert</p>	A32.3A; A32.3F
41908	eggertsen, chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, chad eggertsen</p>	A32.3A; A32.3F
52473	Eggertz, Cynthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cynthia Eggertz</p>	A32.3A; A32.3F
53782	Egnew, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Egnew</p>	
41521	Egri, Shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawn Egri</p>	A32.3A; A32.3F
48146	Eha, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Eha</p>	A32.3A; A32.3F
44781	Ehinger, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Ehinger</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47175	Ehleringer, Stacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacey Ehleringer</p>	A32.3A; A32.3F
48924	Ehlert, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Ehlert</p>	A32.3A; A32.3F
39855	Ehrlich, Ian	<p>As a Sandy resident I oppose the Gondola. In particular the analysis done by UDOT failed to take into account the Roadless Area Conservation Law. Building the Gondola clearly violates this law as they will have to cut down trees (which will damage a delicate ecosystem) in clear violation of this law.</p>	A32.3A
55995	ehrllich, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian ehrllich</p>	A32.3A; A32.3F
48596	Eichmann, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Eichmann</p>	
43544	Eidenschink, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Eidenschink</p>	A32.3A; A32.3F
47532	Eisel, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Eisel</p>	A32.3A; A32.3F
49539	Eisele, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Eisele</p>	A32.3A; A32.3F
39686	Eisenbarth, Adam	<p>Thank you for your time. I am humbled when I get to witness the beauty of the LCC wilderness. This nature inspires me. I realize the issues facing the ski resorts, but why have the solution take from the land and other canyon-user's experience. Let's show the community that money and privilege can't trump over the natural beauty of the canyon.</p>	A32.29VV
54124	Eisenbeiss, Alexandra	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Eisenbeiss</p>	
52823	Eisenberg, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Eisenberg</p>	A32.3A; A32.3F
48937	Eisner, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Eisner</p>	A32.3A; A32.3F
54203	Eiting, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jacob Eiting</p>	
51375	Ekblad, Kelton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelton Ekblad</p>	A32.3A; A32.3F
47032	Ekins, Morann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morann Ekins</p>	A32.3A; A32.3F
44699	Eklund, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Eklund</p>	A32.3A; A32.3F
54973	Ekstrom, Nikki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nikki Ekstrom</p>	
40136	Elam, Eileen	Based on the number of road closures due to avalanche danger, the gondola continues to be the best option. 100% for it!	A32.29VV
39961	Elander, Charles	I feel sorry fo Utahns having the gondola thing jammed down their Canyon. I have yet to meet anyone who thinks this is a smart idea. I have skied there anually since 1979 and i dont think the"red snake" is as bad as the people pushing the gondola say it is. How many buses would 1.5 billion buy??? Seems timely there was a shortage of buses at the same time as a huge need for a gondola. I think someone is behind this push with alot of money, and we know at least a couple of players that seem to gain the most. This will turn into a 1.5 billion dollar mess before its over.	A32.29VV
50731	Elander, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Elander</p>	A32.3A; A32.3F
43070	Elbel, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Elbel</p>	A32.3A; A32.3F
46084	elbert, Teddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Teddy elbert	
54165	Elder, Nya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>There are better solutions to this. Do better for your people and do better for our mountains that serve us beauty, support, life, and regal essence.</p> <p>Regards, Nya Elder</p>	A32.3A; A32.3F
54075	Elder, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Elder</p>	A32.3A; A32.3F
47843	Eldred, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Eldred</p>	A32.3A; A32.3F
52423	Eldredge, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Eldredge</p>	
49001	Eldredge, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Eldredge</p>	A32.3A; A32.3F
39867	Eldredge, Ryan	<p>Allowing the construction of the gondola against the will of the majority is egregiously misguided and goes against cost-benefit analysis of sound environmental impact statements, cost of implementation, and viable alternatives, such as improved bus services. Please halt this misguided project.</p>	A32.29VV
43007	Eleta, Josefina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josefina Eleta</p>	A32.3A; A32.3F
46065	Elggren, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Elggren</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51482	Elias, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Elias</p>	A32.3A; A32.3F
43924	Eliason, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Eliason</p>	A32.3A; A32.3F
56147	Eliason, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Eliason</p>	A32.3A; A32.3F
49911	Eliot, Darcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darcy Eliot</p>	
41633	Elkington, Robert	<p>Thank you for the opportunity to comment. This matter is of extreme importance to me, my family and my neighbors.</p> <p>It is my understanding that UDOT's proposed gondola would pass through Twin Peaks, White Pine, and Lone Peaks Inventoried Roadless Areas. Road construction and timber harvesting are prohibited in these areas to protect them from development under the 2001 Roadless Area Conservation Rule.</p> <p>Clearly, the 8-mile long gondola, with its 20 towers and 2 gigantic angle stations violates the roadless area rules and impacts Little Cottonwood Canyon (LCC) in a significant and permanent way. The gondola project would negatively impact the clean water, wildlife, view scape, and recreation opportunities found in our cherished LCC.</p> <p>The argument that the gondola and related construction and maintenance access areas are not roads and therefore not subject to the roadless rules is ridiculous on its very face. Isn't this kind of development exactly what those rules were intended to protect?</p> <p>The argument that the gondola and its numerous access areas and construction is insignificant when compared to the total acreage of the inventoried roadless areas is similarly absurd. The impacted roadless areas are highly visible and are accessible areas for current public use.</p> <p>While UDOT is evaluating the use of diesel buses, why not evaluate the use of electric buses? Such buses have been demonstrated to be effective and efficient. Include that information in the supplemental air quality analysis.</p> <p>It is clear to me that UDOT is trying too hard to make the ill-advised gondola alternative work. It is not the solution. The solution to traffic congestion in LCC will be found in immediately-implementable common sense solutions, not in billion dollar construction projects that forever scar LCC.</p>	A32.3A; A32.3F; A32.3G; A32.3H; A32.3I; A32.10G
47525	Elkins, Kalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalie Elkins</p>	A32.3A; A32.3F
39663	Ellen Burton, Jan	<p>Once again, I am writing to oppose the idea of a gondola. This will only help the skiers headed for the resorts! I used to be one of those people, but I also cross-country skied and hiked. The gondola will take away from the wilderness quality those people enjoy--Actually I do not see how this gargantuan gondola was even approved, given the environmental consequences.</p> <p>People flying in from other states may enjoy the gondola, but the people of Utah who frequent the canyon appear to be opposed. If this monstrosity goes up, the resorts should pay--not Utahns. It is an egregious plan.</p> <p>The road may need to be widened, buses increased, etc. I am not against all plans.</p> <p>Jan Ellen Burton</p>	A32.29VV
47956	Eller, Camden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camden Eller</p>	
46020	Elletson, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Elletson</p>	A32.3A; A32.3F
51405	Ellifson, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten a critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Ellifson</p>	A32.3A; A32.3F
40887	Elliker, Dustin	<p>Don't use tax payer dollars so rich ski resorts can profit. This is illegal and you will be sued</p>	A32.29VV
54968	Ellingson, Camila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camila Ellingson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53427	Ellingson, Jaxsen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaxsen Ellingson</p>	A32.3A; A32.3F
42031	Ellingson, Sarah	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ellingson</p>	A32.3A; A32.3F
42285	Elliott Casey, Skylar	<p>I don't believe the gondola should be built in a roadless area. Removing the roadless area status to help build the gondola is a terrible precedent for these lands. I stand with Save our Canyons and their key points regarding the roadless area and the gondola.</p> <p>-8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes.</p> <p>-UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>-Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas.</p>	A32.3A; A32.3F
52379	Elliott, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Elliott</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54494	Elliott, Caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caden Elliott</p>	A32.3A; A32.3F
53148	Elliott, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Elliott</p>	A32.3A; A32.3F
50900	Elliott, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Elliott</p>	A32.3A; A32.3F
48633	Elliott, Karena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karena Elliott</p>	
49264	Elliott, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Elliott</p>	A32.3A; A32.3F
53602	Elliott, Kelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsea Elliott</p>	A32.3A; A32.3F
47146	Elliott, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Elliott</p>	A32.3A; A32.3F
43601	Elliott, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Elliott</p>	
42686	Ellis, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Ellis</p>	A32.3A; A32.3F
56326	Ellis, Libby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Libby Ellis</p>	A32.3A; A32.3F
52221	Ellis, Makell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makell Ellis</p>	A32.3A; A32.3F
53984	Ellis, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Ellis</p>	
43257	Ellis, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Ellis</p>	A32.3A; A32.3F
45003	Ellis, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Ellis</p>	A32.3A; A32.3F
48053	Ellis, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Summer Ellis	
47842	Ellis, Trish	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trish Ellis</p>	A32.3A; A32.3F
54669	Ellis-Luca, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Ellis-Luca</p>	A32.3A; A32.3F
47471	Ellison, Aubry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubry Ellison</p>	A32.3A; A32.3F
50747	Ellison, Edie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edie Ellison</p>	
55288	ellison, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise ellison</p>	A32.3A; A32.3F
54325	Ellison, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Ellison</p>	A32.3A; A32.3F
53333	Ellison, Kaycee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaycee Ellison</p>	A32.3A; A32.3F
42126	Ellison, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Ellison</p>	
40395	Ellison, Suzie	<p>I am adamantly opposed to the proposed gondola in LCC. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a lifelong Utahn, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule among many other reasons.</p>	A32.29VV
47141	Ellms, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Ellms</p>	A32.3A; A32.3F
41518	Ellrich, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Bennett Ellrich	
40421	Ells, Owen	This project would only benefit a select few and ultimately remove much of the opportunity for use of the area by those not using the gondola	A32.29VV
54047	Ellsworth, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Ellsworth</p>	A32.3A; A32.3F
42911	Ellsworth, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Ellsworth</p>	A32.3A; A32.3F
54164	Elm, Kaycee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaycee Elm</p>	A32.3A; A32.3F
52408	Elmer, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Elmer</p>	
45502	Elmgren, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Elmgren</p>	A32.3A; A32.3F
55661	Elmont, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Elmont</p>	A32.3A; A32.3F
42587	Elmont, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Elmont</p>	A32.3A; A32.3F
48975	Elordi, Josie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Elordi</p>	
53577	Elsberry, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Elsberry</p>	A32.3A; A32.3F
41249	Elswood, Heather	<p>I vehemently oppose the gondola. It has NO business in the canyon. UDOT needs to utilize other lower cost alternatives that benefit the many, not just the very few and the resorts; and protect the ecology of the canyon. A gondola will destroy several areas and damage protected watershed. It will NOT reduce congestion. People will still be driving up the canyon: busses, cars, vans, etc will continue to carry up and down the canyon equipment, supplies, workers, recreationists, etc. The high cost of a one way ticket to ride a gondola, and limited ability to bring/carry equipment and belongings will deter people from using the gondola. You will still see increased traffic and congestion brought into the canyon and area of a gondola parking lot . You will take & destroy acres of land for massive parking lot, that will need continued management and maintenance for snow removal during winter months. Adding even more people cars n trucks into the canyon.</p> <p>Charging the tax paying citizens of Utah to cover the massive cost of a gondola that benefits so few, and damages environment and ecology is outrageous. A gondola only serves a select group of people who can afford the cost of ticket and benefits only 2 ski resorts.</p> <p>UTA and UDOT need to utilize the low cost systems already in place and expand ie electric busses that ARE fully capable of running in cold temperatures (despite the lies told by UTA). Setting up car pool incentives and occupancy based tolling, etc.</p> <p>A gondola will NOT solve the traffic congestion in little cottonwood canyon. It will not be operational during avalanche danger. Building a gondola, we will STILL have, if not MORE cars, vans, busses, trucks etc carrying people and supplies for work, recreational, and living up and down the canyon road.</p> <p>Road maintenance will cost the more. Gondola maintenance with year round employment/labor will be a much added cost.</p> <p>The only difference with a gondola? You DAMAGE and DESTROY areas in the canyon, you DESTROY protected watershed lands, it ultimately affects ecology and wildlife negatively. You take money from the people- Utah tax payers to pay for it, you mis used the 'roadless rule' to benefit your own greed n glory forcing more cost burden on the people of Utah. ... And who sees the ONE benefit of shuttling the select high paying more money spending recreationists to their facilities? The 2 resorts Alta and Snowbird.</p> <p>DO NOT build a gondola!!</p>	A32.29VV
53972	elton, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth elton</p>	
45453	Elton, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>***Parking structure*** cough cough</p> <p>Regards, Landon Elton</p>	A32.3A; A32.3F
40945	Elwell, David	<p>Plain and simple the gondola works the roads do not. And I am not keen on all the pollution from all the cars and all of the congestion in the parking lots and roadways in the canyon from all of the cars. And the buses seem to get too full</p>	A32.29VV
49246	Elwell, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Elwell</p>	A32.3A; A32.3F
49500	Elwell, Stacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Stacey Elwell</p>	
49671	Elwell, Tracy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tracy Elwell</p>	A32.3A; A32.3F
54063	Elwood, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Elwood</p>	A32.3A; A32.3F
48812	Ely, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Ely</p>	A32.3A; A32.3F
51823	Ely, Tricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tricia Ely</p>	
50532	Elzinga, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Elzinga</p>	A32.3A; A32.3F
48343	Emerson, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Emerson</p>	A32.3A; A32.3F
46458	Emerson, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Emerson</p>	A32.3A; A32.3F
49428	Emery, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Emery</p>	
47981	Emery, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Emery</p>	A32.3A; A32.3F
47881	Emery, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Emery</p>	A32.3A; A32.3F
52090	Emery, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Emery</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46017	Emilee, Sendaj	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sendaj Emilee</p>	A32.3A; A32.3F
50291	Eminger, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Eminger</p>	A32.3A; A32.3F
45143	Emmes, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Emmes</p>	A32.3A; A32.3F
50677	Emmitt, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Emmitt</p>	
42157	Emmons, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Emmons</p>	A32.3A; A32.3F
51946	Empey, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Empey</p>	A32.3A; A32.3F
54133	Empey, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Empey</p>	A32.3A; A32.3F
54564	Endean, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Endean</p>	
53434	Endicott, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Endicott</p>	A32.3A; A32.3F
48760	Endo, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Endo</p>	A32.3A; A32.3F
43986	Endy, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Endy</p>	A32.3A; A32.3F
45810	Eneborg, Henrik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henrik Eneborg</p>	
50149	Engebretsen, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Engebretsen</p>	A32.3A; A32.3F
46386	Engebretson, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Engebretson</p>	A32.3A; A32.3F
47136	engel, David	<p>To whom it may concern,</p> <p>Hey - I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, David engel</p>	
49366	Engel, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Engel</p>	A32.3A; A32.3F
41309	Engelman, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Engelman</p>	A32.3A; A32.3F
49434	Engerman, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Engerman</p>	A32.3A; A32.3F
55565	Engert, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Engert</p>	
47635	Engh, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Engh</p>	A32.3A; A32.3F
44578	England, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex England</p>	A32.3A; A32.3F
54799	English, Lila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lila English</p>	A32.3A; A32.3F
43630	English, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline English</p>	
50806	English, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan English</p>	A32.3A; A32.3F
52271	Englund, Addi	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addi Englund</p>	A32.3A; A32.3F
49962	Englund, Maisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Maisy Englund</p>	
41670	Engracia, Judith	<p>1. Why do you want to tax the people to enrich corporations Alta & Snowbird, when they are already wildly successful and that's why we have the traffic problem to begin with? They're growing and selling more passes than ever, hence the worsening traffic, yet they're pushing the problem they've created onto us taxpayers. So they reap the profits and we carry the burden of paying \$1 billion?</p> <p>2. If you can't even run and staff a bus service up the canyon, what makes you think you can run the longest gondola in the world? You're already showing us that the state isn't willing to pay for ongoing operation and maintenance of mass transit. You claim that we dont have money to keep the busses running, and yet we have the money to pay for a \$1B gondola?</p> <p>3. It sure looks like bus service has been cut, in order to worsen traffic and frustrate the public. It's like youre sabotaging busses on purpose so that we agree to the gondola. We haven't truly tried all the options correctly yet, you just want to jump to the billion dollar option right away. And I think I know why—no one is going to get rich off of busses, no one is going to get rich off of a toll booth at the bottom of the canyon, no one is going to get rich off of winter inspection permit stickers on each car, but real estate speculators own a bunch of land off of La Caille and these private businesses will exploit the gondola as a tourist attraction. This isn't about benefitting the public or easing traffic. It's about private businesses and corporations profiting off of the taxpayer's dime.</p>	A32.29VV
46183	Enke, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Enke</p>	A32.3A; A32.3F
53576	Enniss, Alayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alayna Enniss</p>	A32.3A; A32.3F
46594	enright, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Alex Enright</p>	
47957	Enright, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Enright</p>	A32.3A; A32.3F
44864	Enriquez, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Enriquez</p>	A32.3A; A32.3F
41492	Ensign, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Ensign</p>	A32.3A; A32.3F
40515	Ensign, Zach	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	
43626	Ensign, Zachery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachery Ensign</p>	A32.3A; A32.3F
49518	Eppler, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Eppler</p>	A32.3A; A32.3F
56307	Erb, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Erb</p>	A32.3A; A32.3F
47631	Erdel, Kinzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinzi Erdel</p>	
42913	Erdmann, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Erdmann</p>	A32.3A; A32.3F
51916	Erdmann, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Erdmann</p>	A32.3A; A32.3F
52096	Erekson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Erekson</p>	A32.3A; A32.3F
45832	Erekson, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Erekson</p>	
46763	Erf, Damen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damen Erf</p>	A32.3A; A32.3F
52601	Ericksen, Adrienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrienne Ericksen</p>	A32.3A; A32.3F
49282	Ericksen, Brindley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brindley Ericksen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52852	Ericksen, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Ericksen</p>	A32.3A; A32.3F
53233	Ericksen, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Ericksen</p>	A32.3A; A32.3F
44805	Erickson, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Erickson</p>	A32.3A; A32.3F
42730	Erickson, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bennett Erickson</p>	
40835	Erickson, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Erickson</p>	A32.3A; A32.3F
54525	Erickson, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Erickson</p>	A32.3A; A32.3F
40858	Erickson, Doran	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Doran Erickson</p>	A32.3A; A32.3F
48193	Erickson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Erickson</p>	
55498	Erickson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Erickson</p>	A32.3A; A32.3F
42367	Erickson, Jason	<p>As a constituent of Sandy, Utah.</p> <p>The FEIS is intentionally misleading with the Scoping statement and should be revised for all recreation users.</p> <p>Additionally,</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>There is simply no chance that this can be done roadless with out maintenance and road ways</p>	A32.3A; A32.3H
51245	Erickson, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Erickson</p>	A32.3A; A32.3F
52466	Erickson, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Erickson</p>	
55054	Erickson, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Erickson</p>	A32.3A; A32.3F
54359	Erickson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Erickson</p>	A32.3A; A32.3F
49457	Erickson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Erickson</p>	A32.3A; A32.3F
56217	Erickson, Steve	<p>Utah Audubon Council's Public Comment on Little Cottonwood Canyon FEIS</p> <p>Utah Audubon Council opposes the proposed gondola to serve ski resorts in Little Cottonwood Canyon. We object to the intrusion of the gondola towers into and adjacent to protected roadless areas. The construction and operation of the gondola will violate the Roadless Rule, degrade LCC creek and affect the Salt Lake valley's clean water supply, negatively impact</p>	A32.3A; A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>flora and fauna in the canyon, encroach upon wilderness, harm the canyon's spectacular views, and greatly diminish the experience of visiting and recreating in LCC.</p> <p>If the three Roadless Areas in LCC (Twin Peaks, Lone Pine and White Pine) cannot be avoided or mitigated, as is the case with the gondola, this "preferred alternative" should be rejected.</p> <p>Regarding the Federal Highway Administration requests for further air quality analysis, UDOT should do more than just analyze air pollution impacts of a bus fleet of diesel fuel only. UDOT should analyze air quality impacts of a fleet of all-electric buses - and a mixed fuels fleet that includes electric buses. Over the time that precedes operation of the gondola, and certainly during the lifespan of the gondola, the bus fleet will transition to all-electric transit, so to fail to assess the environmental impacts for comparative/alternative options is indefensible.</p> <p>Thank you for the opportunity to comment.</p> <p>Respectfully,</p> <p>Steve Erickson, Policy Advocate Utah Audubon Council [REDACTED]</p>	
46595	Erickson, Van	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Van Erickson</p>	A32.3A; A32.3F
47247	Erickson-Wayman, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Erickson-Wayman</p>	A32.3A; A32.3F
50985	Ericson, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please, please don't do this. There has to be so many other options that are accessible, sustainable and profitable.</p> <p>Regards, Katie Ericson</p>	
52480	Erikson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Erikson</p>	A32.3A; A32.3F
49263	Erkelens, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Erkelens</p>	A32.3A; A32.3F
43880	Ermentraut, Jordon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordon Ermentraut</p>	A32.3A; A32.3F
46654	Ermish, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Ermish</p>	
47519	Ernest, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Ernest</p>	A32.3A; A32.3F
40295	Erney, Richard	<p>I am opposed to the proposed gondola up LCC for many reasons. I doubt that it will significantly reduce traffic up LCC. I suspect it is unaffordable for most locals to use regularly. Only the resorts & developers will benefit from the construction. I'm opposed to the lift structure & accompanying maintenance road encroaching upon 3 of our treasured wilderness areas. Please find a solution that works for both canyons. If a large infrastructure project is in the works, why haven't tunnels to the areas been seriously considered?</p>	A32.29VV
51216	Ernst, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Ernst</p>	A32.3A; A32.3F
41072	Ernst, Camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Camryn Ernst	
49875	Erp, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Erp</p>	A32.3A; A32.3F
40429	Erpelding-Garratt, Elizabeth	I oppose the gondola project because it will negatively impact nature, since the gondola would be built within three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine roadless areas). Road construction is typically prohibited in these areas to protect air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception.	A32.3A
45274	Errz, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Errz</p>	A32.3A; A32.3F
52691	Erstad, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Erstad</p>	A32.3A; A32.3F
47884	Esch, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Esch</p>	
41187	Escobar, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Escobar</p>	A32.3A; A32.3F
46378	Escobar, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Escobar</p>	A32.3A; A32.3F
55902	Esham, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Esham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44321	eskelsen, rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rachel eskelsen</p>	A32.3A; A32.3F
51927	Eskelson, Desi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Desi Eskelson</p>	A32.3A; A32.3F
50482	Eskelson, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Eskelson</p>	A32.3A; A32.3F
39369	Eskenazi, Suzanne	<p>I am opposed to the gondola! The installation of eight gondola towers, snow sheds, two angle stations, and vegetation removal goes against regulations that guide Inventoried Roadless Areas in Little Cottonwood Canyon. The roadless characteristics of LCC should not be diminished. To do so would show poor decision making in the long term vision of what we want the Wasatch to be like, not just for us, but for future generations. Roadless areas are protected under the 2001 Roadless Rule. Please protect our wilderness.</p>	A32.29VV
49747	Espeseth, Andon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andon Espeseth</p>	
53853	Espindola, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Espindola</p>	A32.3A; A32.3F
53948	Espinosa, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Espinosa</p>	A32.3A; A32.3F
45441	Espinoza, Alana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alana Espinoza</p>	A32.3A; A32.3F
43920	Espinoza, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Espinoza</p>	
54831	Espinoza, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Espinoza</p>	A32.3A; A32.3F
51774	Esplin, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Esplin</p>	A32.3A; A32.3F
44652	Esplin, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Esplin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44077	Esplin, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Esplin</p>	A32.3A; A32.3F
44242	Esplin, Gordon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gordon Esplin</p>	A32.3A; A32.3F
50980	esquivel, Shaddai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaddai esquivel</p>	A32.3A; A32.3F
55832	Essen, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Essen</p>	
52567	Essig, Kami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kami Essig</p>	A32.3A; A32.3F
46804	estep, Kellsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellsey estep</p>	A32.3A; A32.3F
53466	Estes, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Estes</p>	A32.3A; A32.3F
55401	Esteve, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Esteve</p>	
47800	Estrada, Elihu	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elihu Estrada</p>	A32.3A; A32.3F
52438	Estrada, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Estrada</p>	A32.3A; A32.3F
44135	Estrada, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Estrada</p>	A32.3A; A32.3F
50604	Estrada, Lola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It's stupid.</p> <p>Regards, Lola Estrada</p>	
52023	Estrella, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Estrella</p>	A32.3A; A32.3F
43293	Etheridge, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Etheridge</p>	A32.3A; A32.3F
50422	Ethington, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elijah Ethington</p>	
51524	Ethington, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Ethington</p>	A32.3A; A32.3F
54791	Evangelist, Vincent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincent Evangelist</p>	A32.3A; A32.3F
51530	Evans, Adrian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrian Evans</p>	A32.3A; A32.3F
44944	Evans, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Evans</p>	
47389	Evans, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Evans</p>	A32.3A; A32.3F
50946	Evans, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Evans</p>	A32.3A; A32.3F
45394	Evans, Brady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brady Evans</p>	A32.3A; A32.3F
50578	Evans, Brielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielle Evans</p>	
42922	Evans, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Evans</p>	A32.3A; A32.3F
42052	evans, cadence	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cadence evans</p>	A32.3A; A32.3F
48265	Evans, Chadwick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chadwick Evans</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53260	Evans, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Evans</p>	A32.3A; A32.3F
54381	Evans, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Evans</p>	A32.3A; A32.3F
54284	Evans, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Evans</p>	A32.3A; A32.3F
52238	Evans, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Evans</p>	
53317	Evans, Haylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haylee Evans</p>	A32.3A; A32.3F
45473	Evans, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Evans</p>	A32.3A; A32.3F
51726	Evans, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Evans</p>	A32.3A; A32.3F
51516	Evans, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Evans</p>	
41995	Evans, Jessi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessi Evans</p>	A32.3A; A32.3F
54777	Evans, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Evans</p>	A32.3A; A32.3F
55129	Evans, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Evans</p>	A32.3A; A32.3F
39968	Evans, Mark	<p>If the gondola or rail system is so important to you, then the resorts and skiers should foot the bill and not the general taxpayers.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46995	Evans, Nikki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nikki Evans</p>	A32.3A; A32.3F
48954	Evans, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Evans</p>	A32.3A; A32.3F
48286	Evans, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Evans</p>	A32.3A; A32.3F
41406	evans, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophia evans</p>	
53273	Evelo, Aimee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimee Evelo</p>	A32.3A; A32.3F
41846	evenson, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler evenson</p>	A32.3A; A32.3F
42182	Everett, Carly	I do not support the gondola. There are other alternatives we should explore first that will consume less tax dollars.	A32.29VV
49602	Everett, Eve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eve Everett</p>	A32.3A; A32.3F
50185	Eversole, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Eversole</p>	
53914	Eversole, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Eversole</p>	A32.3A; A32.3F
50316	Everson, Brielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielle Everson</p>	A32.3A; A32.3F
39949	Evertsen, Todd	I do not want a gondola in Utah's roadless areas.	A32.29VV
49292	Evertsen, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Evertsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45119	Every, Oliver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oliver Every</p>	A32.3A; A32.3F
46632	Eves, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Eves</p>	A32.3A; A32.3F
49917	Ewald, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Ewald</p>	A32.3A; A32.3F
44104	Ewald, Trina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trina Ewald</p>	
49997	Ewaniuk, Hanah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanah Ewaniuk</p>	A32.3A; A32.3F
54596	Ewart, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Ewart</p>	A32.3A; A32.3F
47942	Ewell, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Ewell</p>	A32.3A; A32.3F
44346	Ewing, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Ewing</p>	
42991	Ewing, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Ewing</p>	A32.3A; A32.3F
45059	Eyck, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Eyck</p>	A32.3A; A32.3F
45528	Eyre, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Eyre</p>	A32.3A; A32.3F
50408	Eyre, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Eyre</p>	
40098	Eyster, Richard	More Buses only cars for workers no Tram Big cottonwood also has congestion	A32.29VV
46204	F, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew F</p>	A32.3A; A32.3F
40013	F. Saurer, R.	Again, I strongly oppose the gondola as UDOT's choice for LCC. It is the wrong choice of options and rewards two private ski resorts at the taxpayers expense.	A32.29VV
43480	Faatz, Greta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greta Faatz</p>	A32.3A; A32.3F
42074	Fabel, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Fabel</p>	
50044	Fabian, Aiyanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiyanna Fabian</p>	A32.3A; A32.3F
44436	Fabian, Kellsye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellsye Fabian</p>	A32.3A; A32.3F
42323	Fabiano, Cory	<p>I do not want this gondola to obstruct the land with which I recreate. It would violate the roadless area conditions and drastically effect the wildlife in the area. I frequently hike and ski within these areas and have witnessed a great deal of wildlife activity that would be directly and negatively impacted by the construction and maintenance of a gondola. I was born in Utah and have seen the development of these lands over my lifetime and do not believe a gondola would have anything other than a negative impact on the canyon.</p>	A32.29VV
45729	Fabiszak, Jacquelynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacquelynn Fabiszak</p>	A32.3A; A32.3F
39648	Fabrizi, JM	<p>Put plainly... A gondola will not solve traffic congestion, it will not solve delays in getting up the canyon on powder days. It will take longer to get up the canyon on non-powder days using the gondola than it will to use a car to get to the resorts.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>2% of the SLC population visits the cottonwood canyons each year. This means that the vast majority of tax payers paying for the gondola will NOT ever use it. A SIGNIFICANT amount of folks going up the canyons on a year-round basis are dispersed users - going to trailheads and places other than the resorts.... The Gondola does not improve canyon access for these users. This year, we have had countless avalanches cross the LCC road. Every time an avalanche hits a tower.... The entire gondola will need to be inspected. How long will this take..... The Gondola is short-sighted. It does not accommodate increased users/demand... you can not add cars to an already full gondola cable.</p> <p>Even if you don't care about the watershed, the pristine nature of LCC, or the eyesore that the gondola will undoubtedly cause... please consider that ESPECIALLY over the long term, the gondola will be less efficient at getting people into the canyon as a whole than our current methods for canyon access.</p> <p>Prioritize and incentivize those carpooling-tiered approaches based on # of passengers in the vehicle. Build additional facilities such as parking structures, transit hubs, with food and beverage options, restrooms, etc. And please think on a 50 - 100 year time horizon as opposed to a 5-year time horizon.</p> <p>NO GONDOLA - There are better, less costly, more equitable, safer, and superior solutions to this issue.</p>	
40576	FACCIPONTIWARNER, MADDY	What a joke, you've already made your decision	A32.29VV
46736	Fackler, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Fackler</p>	A32.3A; A32.3F
50016	Fagerburg, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Fagerburg</p>	A32.3A; A32.3F
42748	Fagg, Charli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Charli Fagg</p>	
50081	Faha, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Faha</p>	A32.3A; A32.3F
50085	Faha, Lori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lori Faha</p>	A32.3A; A32.3F
44599	Fahey, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Fahey</p>	A32.3A; A32.3F
50517	Fahnestock, Shea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shea Fahnestock</p>	
42836	Fahrner, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Fahrner</p>	A32.3A; A32.3F
49938	Fahy, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Fahy</p>	A32.3A; A32.3F
41274	Fahy, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Fahy</p>	A32.3A; A32.3F
52661	Fair, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>\$200 per ticket straight to a ski resort doesn't fix the traffic problem, it makes our beautiful backyard even more inaccessible.</p> <p>Regards, Hillary Fair</p>	
55693	Fair, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Fair</p>	A32.3A; A32.3F
45949	Fair, Janice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janice Fair</p>	A32.3A; A32.3F
54512	Fairbairn, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sara Fairbairn	
53933	Fairbanks, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Fairbanks</p>	A32.3A; A32.3F
39283	Fairbanks, Mary	Do you keep bringing this up until you finally get what you want. WE DON'T WANT IT.	A32.29VV
49397	Fairbanks, Siena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Siena Fairbanks</p>	A32.3A; A32.3F
48902	Fairbourn, Coleman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coleman Fairbourn</p>	A32.3A; A32.3F
44743	Fairbourn, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Fairbourn</p>	
55949	Fairbourne, Alta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alta Fairbourne</p>	A32.3A; A32.3F
55743	Fairchild, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Fairchild</p>	A32.3A; A32.3F
44995	Fairholm, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Fairholm</p>	A32.3A; A32.3F
50043	Fajardo, William	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Fajardo</p>	
55097	Fakhimi, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Fakhimi</p>	A32.3A; A32.3F
43542	Falk, Kaili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaili Falk</p>	A32.3A; A32.3F
54043	Falls, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madeline Falls</p>	
44324	Falter, Reilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reilly Falter</p>	A32.3A; A32.3F
52426	Falvey, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Falvey</p>	A32.3A; A32.3F
43365	Falvey, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Falvey</p>	A32.3A; A32.3F
42575	Fankhauser, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Daniel Fankhauser</p>	
53181	Fankhauser, Myriah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myriah Fankhauser</p>	A32.3A; A32.3F
54689	Farah, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Farah</p>	A32.3A; A32.3F
45854	Farese, Ludovica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ludovica Farese</p>	A32.3A; A32.3F
48422	Farhang, Arash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area, just to name a few...</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arash Farhang</p>	
46707	Farina-Henry, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Farina-Henry</p>	A32.3A; A32.3F
52932	Faris, Grahm	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grahm Faris</p>	A32.3A; A32.3F
40173	Farley, Andrew	<p>The Gondola seems like the worst of all the options if we are considering the public good. If you only want to consider those powerful voices that will benefit most from this plan then the Gondola might be the way to go. This is being railroaded down our throats.</p>	A32.29VV
54844	Farley, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Katherine Farley</p>	
52595	Farmer, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Farmer</p>	A32.3A; A32.3F
46118	Farmer, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Farmer</p>	A32.3A; A32.3F
49686	Farnes, Annelise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annelise Farnes</p>	A32.3A; A32.3F
52623	Farnsworth, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Farnsworth</p>	
48091	Farnsworth, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Farnsworth</p>	A32.3A; A32.3F
42570	Farnsworth, Jacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacey Farnsworth</p>	A32.3A; A32.3F
49304	Farnsworth, Jody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jody Farnsworth</p>	A32.3A; A32.3F
51243	Farnsworth, Johanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johanna Farnsworth</p>	
52320	Farnsworth, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Farnsworth</p>	A32.3A; A32.3F
51224	Farr, Aleia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleia Farr</p>	A32.3A; A32.3F
48386	Farr, Brinly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinly Farr</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52113	Farrah, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Farrah</p>	A32.3A; A32.3F
41979	Farrar, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Farrar</p>	A32.3A; A32.3F
54738	Farrell, Anna	<p>To whom it may concern,</p> <p>We are already destroying our environment - these canyons will not withstand increased traffic, in any capacity. We live in a place with invaluable accessibility to outdoor recreation, but we cannot sacrifice the conservation of our environment for the profit and leisure of humans.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Farrell</p>	A32.3A; A32.3F
48077	Farrell, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Farrell</p>	
52027	Farrell, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Farrell</p>	A32.3A; A32.3F
53573	Farrell, Joanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joanna Farrell</p>	A32.3A; A32.3F
45325	farrell, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle farrell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40950	Farrell, Matthew	The proposed gondola towers will be visible and audible from virtually the entire Roadless Area and from much of the two National Wilderness Areas on either side. This is entirely against the spirit and letter of the roadless area conservation rules, as well as significantly affecting the wilderness areas. Increased bus service (especially with modern hybrid or electric busses) would be a dramatically better solution when it comes to protecting the existing roadless area and wilderness areas.	A32.3A; A32.3I
44748	Farrell, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Farrell</p>	A32.3A; A32.3F
54224	Farrer, Harlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harlee Farrer</p>	A32.3A; A32.3F
41302	Farris, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Farris</p>	A32.3A; A32.3F
50188	Farris, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Farris</p>	
54185	Farrow, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Farrow</p>	A32.3A; A32.3F
52428	Farthing, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Farthing</p>	A32.3A; A32.3F
56183	Fasbender, Renee	<p>I've tried to verify and submit my response 10 or so times and nothing happens. I want my Comments to the EI A included. I'm absolutely opposed to the gondola. I think it is an invasive, expensive eyesore. There's not been one mention of having ski resorts cost share when all transport goes directly to the and there benefit. This does not benefit those using trailheads at all yet we would be paying. I think ican only support the enhanced bus, no widening. Being a climber in our world recognized Little Cottonwood Canyon removing so many boulders in widening the road would be a major and permanent loss. There was also no consideration to having greater parking structure capacity which if do e correctly could move traffic much faster and should be part of any solution, and should be funded by the resorts who are the beneficiaries of the skiers, etc. That could of moved traffic much faster and I can't believe it's not even on the list. Absolutely don't want to be looking at gondola structures as I travel the canyons.</p> <p>Renee Fasbender Reneefasbender@gmail.com</p>	A32.29VV
42363	Fasbender, Renee	<p>I'm absolutely opposed to the gondola. I think it is an invasive, expensive eyesore. There's not been one mention of having ski resorts cost share when all transport goes directly to the and there benefit. This does not benefit those using trailheads at all yet we would be paying. I think ican only support the enhanced bus, no widening. Being a climber in our world recognized Little Cottonwood Canyon removing so many boulders in widening the road would be a major and permanent loss. There was also no consideration to having greater parking structure capacity which if do e correctly could move traffic much faster and should be part of any solution, and should be funded by the resorts who are the beneficiaries of the skiers, etc. That could of moved traffic much faster and I can't believe it's not even on the list. Absolutely don't want t[be looking at gondola structures as I travel the canyons.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42369	Fasbender, Renee	I'm absolutely opposed to the gondola. I think it is an invasive, expensive eyesore. There's not been one mention of having ski resorts cost share when all transport goes directly to the and there benefit. This does not benefit those using trailheads at all yet we would be paying. I think ican only support the enhanced bus, no widening. Being a climber in our world recognized Little Cottonwood Canyon removing so many boulders in widening the road would be a major and permanent loss. There was also no consideration to having greater parking structure capacity which if do e correctly could move traffic much faster and should be part of any solution, and should be funded by the resorts who are the beneficiaries of the skiers, etc. That could of moved traffic much faster and I can't believe it's not even on the list. Absolutely don't want to be looking at gondola structures as I travel the canyons.	A32.29VV
42699	Faselt, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Faselt</p>	A32.3A; A32.3F
39976	Fassbinder, Saren	<p>Tax payer dollars to this extent should not be used to support private business. The ski resorts should assume more of the cost for such an endeavor.</p> <p>Also, tolling should be implemented & minimum occupant requirements enforced during peak usage in the winter should used.</p> <p>Thank you.</p>	A32.29VV
49821	Fassl, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Fassl</p>	A32.3A; A32.3F
55172	Fatali, Mykel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mykel Fatali</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48461	Fatheree, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Fatheree</p>	A32.3A; A32.3F
54427	Fattig, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Fattig</p>	A32.3A; A32.3F
47402	faucett, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia faucett</p>	A32.3A; A32.3F
47106	Faucette, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Faucette</p>	
43284	Faucette, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Faucette</p>	A32.3A; A32.3F
48547	Faucette, Tamara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tamara Faucette</p>	A32.3A; A32.3F
43993	Faulkner, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Faulkner</p>	A32.3A; A32.3F
53037	Faulkner, Kerry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerry Faulkner</p>	
51379	Fausett, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Fausett</p>	A32.3A; A32.3F
43098	Faust, Maddison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddison Faust</p>	A32.3A; A32.3F
47394	Fauth, Elana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elana Fauth</p>	A32.3A; A32.3F
49710	Fauth, Layah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Layah Fauth</p>	
43461	Fawbush, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Fawbush</p>	A32.3A; A32.3F
49016	Fawcett, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Fawcett</p>	A32.3A; A32.3F
54422	Fawson, Esther	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Esther Fawson	
40834	Fay, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Fay</p>	A32.3A; A32.3F
39778	Fay, Jonathan	<p>You have addressed the numerous ways you want to get more people, mostly tourists up little cottonwood canyon. You are ignoring ways to get residents home who my not work typical hours. UDOT has plagued alta all season with overnight closures. There are residents whom you are shutting out of being home with their loved ones because you are so concerned with getting people to the ski resort between 8am and 4pm. The canyon never used to close over night for interlodge. This is a new thing and it is ruining families. The gondola, a train none of your solutions actually address getting people to their homes.</p> <p>I can only imagine that once a "solution" is picked aka get more tourists up the canyon the canyon road will be closed even more with your solutions then being closed after tourist hours, not helping the people that call the canyon home at all. But dont worry you will have increased the capacity of tourists at the 2 business in the canyon.</p> <p>You should fix the problem and not make the canyon busier during gondola hours. If you are not following along the problem actually is that you cant open the road to peoples neighborhoods regularly. The problem is not how to get more people up the canyon between 8am and 4pm. Fix the problem.</p>	A32.29VV
47041	Fayles, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Fayles</p>	A32.3A; A32.3F
49012	Faz, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Samuel Faz	
43641	Fazzino, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Fazzino</p>	A32.3A; A32.3F
49160	Fearnley, Charlene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlene Fearnley</p>	A32.3A; A32.3F
49266	Fecteau, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Fecteau</p>	A32.3A; A32.3F
49204	Federico, Zannini	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zannini Federico</p>	
55719	Fedorychak, Artem	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Artem Fedorychak</p>	A32.3A; A32.3F
41980	Feenstra, Jelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jelle Feenstra</p>	A32.3A; A32.3F
52618	Fegter, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Fegter</p>	A32.3A; A32.3F
49731	Fehlig, Cassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassandra Fehlig</p>	
49504	Feil, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Feil</p>	A32.3A; A32.3F
44480	feitell, Harris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harris feitell</p>	A32.3A; A32.3F
51688	Feldhausen, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Feldhausen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43568	Feldman, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Feldman</p>	A32.3A; A32.3F
42942	felici, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia felici</p>	A32.3A; A32.3F
49501	Feliciano, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Feliciano</p>	A32.3A; A32.3F
44451	felis, Klistia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Klistia felis</p>	
51736	Feliz, Jaycees	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaycees Feliz</p>	A32.3A; A32.3F
41071	Felkins, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Felkins</p>	A32.3A; A32.3F
47912	Feller, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Feller</p>	A32.3A; A32.3F
47078	Fellows, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Fellows</p>	
48790	Felsen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Felsen</p>	A32.3A; A32.3F
55026	Felski, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Felski</p>	A32.3A; A32.3F
40932	Felt, Alana	<p>I oppose the Little Cottonwood Canyon Gondola project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>The current vision and proposal for the gondola directly contrasts with the spirit of the Roadless Rule and the areas it protects. I do not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>As a Salt Lake City native and lover of the Little Cottonwood recreation and wilderness area, I urge you to consider lower cost, more effective solutions that do not disrupt these acres of precious wilderness. Lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts would be far easier to support in our beloved canyon.</p>	A32.3A; A32.3F
40936	Felt, Deborah	<p>I oppose the Little Cottonwood Canyon Gondola project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>The current vision and proposal for the gondola directly contrasts with the spirit of the Roadless Rule and the areas it protects. I do not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>As a Salt Lake City native and lover of the Little Cottonwood recreation and wilderness area, I urge you to consider lower cost, more effective solutions that do not disrupt these acres of precious wilderness. Lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts would be far easier solutions to support in our beloved canyon.</p>	
40941	Felt, Ed	<p>Camping or a picnic at Tanners Flat Campground was a wonderful escape from the City during my younger years. Some weekends the traffic could be heard, but often during the week, the sound of birds, chipmunks, Little Cottonwood Creek was what I experienced.</p> <p>I imagine a gondola would change the solitude of this wonderful campground, whirling of cable wheels on the towers, having sightseers in the cabins peering down at campers, but hopefully not litter, cigarette or marijuana butts being dropped from the cabins.</p> <p>Please help protect this canyon for my children and grandchildren, and future generations.</p>	A32.29VV
40675	feltner, raya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, raya feltner</p>	A32.3A; A32.3F
40111	Felton, Robert	<p>Cost,difficulty of use and environmental damage requires no gondola. Tha only feasible answer is to limit use by tolls and restricting use, especially in winter.</p>	A32.29VV
47295	Felts, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Felts</p>	A32.3A; A32.3F
54737	Fendig, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Emily Fendig</p>	
41352	fendler, ada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ada fendler</p>	A32.3A; A32.3F
51589	Fenn, Alejandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alejandra Fenn</p>	A32.3A; A32.3F
42137	Fenn, Talley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Talley Fenn</p>	A32.3A; A32.3F
42557	Fenster, Keene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keene Fenster</p>	
43989	Fenton, Reilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reilly Fenton</p>	A32.3A; A32.3F
47735	Feola, Soren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soren Feola</p>	A32.3A; A32.3F
54411	Feran, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Feran</p>	A32.3A; A32.3F
42704	Ferdon, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Ferdon</p>	
55860	Ferdon, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Ferdon</p>	A32.3A; A32.3F
45861	Ferguson, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Ferguson</p>	A32.3A; A32.3F
45472	Ferguson, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Ferguson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50987	Ferguson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Ferguson</p>	A32.3A; A32.3F
40797	Ferguson, Hugh	<p>Hi,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in both Little Cottonwood and Big Cottonwood canyons. The gondola will not improve traffic congestion. I think it would actually have the opposite effect increasing congestion in the upper canyon because of added congestion at the gondola terminal. Also it would increase congestion at the ski areas themselves with added customers buying lift tickets. It will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I would support some strategic snow sheds on the existing roads to help alleviate some traffic on big snow cycles.</p> <p>I would also support lower-cost solutions that utilize our existing infrastructure, such as carpool year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law.</p>	A32.3A; A32.3F
42113	Ferguson, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Ferguson</p>	A32.3A; A32.3F
43478	Fernainy, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Fernainy	
53069	Fernandez, Ricardo	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ricardo Fernandez	A32.3A; A32.3F
55437	Fernandez, Suzie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Suzie Fernandez	A32.3A; A32.3F
46287	Fernandez-Brown, Olivia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Olivia Fernandez-Brown	A32.3A; A32.3F
40376	Ferony, Scott	Inventoried Roadless Areas act as buffers for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within Roadless Areas.	A32.29VV
52048	Ferrante, Marissa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Ferrante</p>	
52224	Ferrara, Francesca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francesca Ferrara</p>	A32.3A; A32.3F
50904	Ferrari, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Ferrari</p>	A32.3A; A32.3F
50411	Ferre, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Margaret Ferre	
50995	Ferreiro, Elsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsie Ferreiro</p>	A32.3A; A32.3F
55264	Ferrell, Shauna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shauna Ferrell</p>	A32.3A; A32.3F
44482	Ferret, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Ferret</p>	A32.3A; A32.3F
50215	Ferrick, Nathan	<p>To whom it may concern,</p> <p>I personally love Utah bud system for getting into the Canyon and would love to see an expansion to that system.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Ferrick</p>	
42352	Ferrin, Marcia	<p>I am an owner of a unit in Superior Point, Alta. For more than 30 years our family have felt honored to be a part of this unique and special canyon. To think you would hack into it and remove boulders and add metal to the pristine, sacred peaks is beyond cruel imagination. Religious leaders from our valley have expressed the same sentiment. Add to that the millions of dollars and public opinion against hacking into this beautiful canyon, it is disappointing that you would give way to big money and the few that benefit financially pushing this through. Settle on the fact that it will be a busy road traveling to the resorts. A parking reservation can be made and buses provided. Pretty simple. Enthusiasm for taking an hour gondola ride will NOT be popular. PLEASE</p>	A32.29VV
49312	Ferris, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Ferris</p>	A32.3A; A32.3F
45378	Ferrucci, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Ferrucci</p>	A32.3A; A32.3F
52688	Ferrugia, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Mackenzie Ferrugia	
47110	Ferry, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Ferry</p>	A32.3A; A32.3F
50026	ferry, cassia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cassia ferry</p>	A32.3A; A32.3F
44923	Feulner, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Feulner</p>	A32.3A; A32.3F
49416	Feuz, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elijah Feuz</p>	
50991	Fiamengo, Karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karina Fiamengo</p>	A32.3A; A32.3F
56179	Fiander, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Fiander</p>	A32.3A; A32.3F
54757	Fichet, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Fichet</p>	A32.3A; A32.3F
46343	Fiebig, Ingrid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ingrid Fiebig</p>	
50797	Field, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Field</p>	A32.3A; A32.3F
39685	Field, Tony	<p>Once again, I will express my opposition to the proposed Gondola for Little Cottonwood Canyon. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter.</p>	A32.10G
52985	Fielding, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Fielding</p>	A32.3A; A32.3F
43011	Fields, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Morgan Fields</p>	
51323	Fields, Tia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tia Fields</p>	A32.3A; A32.3F
51285	Figgat, Lora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lora Figgat</p>	A32.3A; A32.3F
40428	Figgins, Abby	<p>My name is Abby Figgins and I am a long-time resident of Salt Lake County and the Wasatch front. I grew up in cottonwood heights and have also lived in Sandy and currently reside in [REDACTED]. Currently, I am an educator with Canyons School District.</p> <p>The reason that I have chosen to reside and work along the wasatch front is the proximity to the cottonwood canyons. I love recreating in these areas year round. I am accessing the canyons up to four times a week to backcountry ski, hike, mountain bike, and camp. These areas are very important to me and have been my whole life. I learned so much accessing these canyons as a child and learning to ski at the resorts in the canyons.</p> <p>These canyons are central to my life along the wasatch front and central to many others. The incredible recreation brings lots of tourism and is extremely valuable to the local community. Any decision regarding these canyons must be carefully thought out and have community support. The gondola is not the right option.</p> <p>The gondol is not remotely cost effective and the UDOT report itself shows that it will not decrease canyon congestion, it will only allow more patrons to the resorts. I am not for tax-payer money to support private businesses. Especially when it only helps resort patrons and not all outdoor recreationalists. The community has loudly and strongly voiced their opinion against the gondola. Why is it still an option if it doesn't mitigate traffic or have community support? Seems like the private sector is the only one to benefit and the only one to support it. Tax-payer money should not support private business.</p> <p>I agree that there is a lot of congestion in the canyon, especially in the morning of big snow days. But more buses, toll systems, carpool incentives, resort shuttles and other options should be fully examined and tried out before destroying the natural beauty of the canyon for something that serves two private businesses. Furthermore, the UDOT report shows that the gondola will not decrease traffic, just increase patronage to the resorts. We need to find ways to make the canyon more accessible for everyone, all season long.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	
43502	Figgins, Braden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braden Figgins</p>	A32.3A; A32.3F
41699	Figgins, Joshua	<p>My name is Joshua Figgins. I am a resident of Draper. I appreciate the opportunity to leave a comment. I do not support the gondola.</p> <p>Little Cottonwood Canyon is a world class canyon with beauty and use goes way beyond the ski resorts. To build a gondola would permanently scar our incredible resource. Building a gondola is also ignorant of the effect that climate change will have on our future snowpack. I know this year we got a lot of snow but the amount of snow we are expected to get doesn't warrant a gondola. The canyon only gets slow during big snow days and we can't expect those to keep coming. The gondola doesn't get people down the canyon during avalanche mitigation. The gondola won't stop people from driving up the canyon. I believe that the resorts and UDOT can work together on common sense solutions for this problem besides a gondola. I believe that over time good bussing systems can be adopted by the public and people can enjoy taking the bus. I believe resorts and UDOT can work better together and informing guests that the lots are full and in order to ski at a resort public transit will be needed.</p> <p>In the end I do believe that that other common sense solutions would work without scarring our amazing canyon. All that would be lost is a couple of snow days do to avalanche mitigation, and I think most of us our just fine with that in order to protect our canyon. This canyon is so much more than skiing, and so much more important than anything Alta or Snowbird have to offer. Studies about the gondola have confessed that it won't fix our traffic woes. The location of the gondola also doesn't fix traffic at the mouth of the canyon. Let's keep our priorities to protect our beautiful resource and implement common sense solutions to protect our canyon.</p>	A32.29VV
53887	figuera, evelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, evelyn figuera</p>	A32.3A; A32.3F
44233	Figuracion, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Figuracion</p>	
40028	Filgo, Shelly	<p>Not only does the Gondola violate the roadless area. It violates the national forest and wilderness area. Mt bike trails have been trying to advance in this area with conflict for years. The gondola is far more invasive. Take the blinders off the gondola is not going to solve the problem. Start using non invasive measures first before attempting a big surgery.</p>	A32.3A; A32.3F
42764	Filicette, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Filicette</p>	A32.3A; A32.3F
52729	Filion, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Filion</p>	A32.3A; A32.3F
39240	Fillmore, Charles	<p>I own a vacation rental condo in LCC; how will the final impact statement impact the ability to access my property</p>	A32.29VV
52045	Fillmore, Grey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grey Fillmore</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51985	Finau, Oni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oni Finau</p>	A32.3A; A32.3F
50501	Finch, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Finch</p>	A32.3A; A32.3F
45099	Finch, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Finch</p>	A32.3A; A32.3F
55732	Finch, Daryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daryl Finch</p>	
50733	Finch, Isaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaiah Finch</p>	A32.3A; A32.3F
41357	Findlay, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linda Findlay</p>	A32.3A; A32.3F
48252	Findlay, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Findlay</p>	A32.3A; A32.3F
49287	Findley, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Findley</p>	
47588	Findling, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Findling</p>	A32.3A; A32.3F
42601	Findling, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Findling</p>	A32.3A; A32.3F
53502	Fine, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Fine</p>	A32.3A; A32.3F
51542	Finigan, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Finigan</p>	
43217	Fink, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Fink</p>	A32.3A; A32.3F
41986	Fink, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Fink</p>	A32.3A; A32.3F
39466	Fink, Tyler	<p>Please do not consider any variation of a Gondola system, they are not reliable or efficient. I think the biggest issue, which is not even addressed by the main proponent, is in the rare instances of the gondola shutting down the cost and logistics of recovering people from the gondolas would be extreme.</p>	A32.29VV
54502	Finke, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, ACTUAL enforcement of the traction law, and mandatory parking</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>reservations at ski resorts.</p> <p>Regards, Alec Finke</p>	
54172	Finke, Buffie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Buffie Finke</p>	A32.3A; A32.3F
54591	Finke, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Finke</p>	A32.3A; A32.3F
51917	Finkelstein, Gillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gillian Finkelstein</p>	A32.3A; A32.3F
42707	Finklea, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Finklea</p>	
50540	Finlayson, Darrell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Alta and Snowbird resorts are private, for profit businesses that are trying to get public funds for infrastructure that solely benefits thier profit making endeavors. This alone should be enough to cancel this project. Alta and Snowbird essentially created the traffic problem and the gondola as current planned only serves their limited interests at the expense of all other users. Public funds should not used for the sole benefit of private interests.</p> <p>Regards, Darrell Finlayson</p>	A32.3A; A32.3F
44145	Finley, Alaina	<p>To whom it may concern,</p> <p>Please please please just listen to us.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alaina Finley</p>	A32.3A; A32.3F
51961	Finley, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Finley</p>	
53719	finn, danika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, danika finn</p>	A32.3A; A32.3F
46481	Finn, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Finn</p>	A32.3A; A32.3F
45387	Finn, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Finn</p>	A32.3A; A32.3F
40038	Finne, Chrix	<p>The Twin Peaks IRA was drawn up in 2001, well after highway 210 was built. Its boundary follows the highway for half the canyon. The spirit of the IRA is to avoid too many roads in wilderness areas, so it's clear that the gondola option succeeds in spirit whereas the road and noxious diesel bus lane expansions do not!</p>	A32.29VV
54718	Finnegan, Clare	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clare Finnegan</p>	
51305	Finnegan, Heath	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heath Finnegan</p>	A32.3A; A32.3F
44137	Finnegan, McCauley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McCauley Finnegan</p>	A32.3A; A32.3F
47007	Finney, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Claire Finney	
48616	Finucane, Whit	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whit Finucane</p>	A32.3A; A32.3F
54276	firl, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor firl</p>	A32.3A; A32.3F
55612	Firmage, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Firmage</p>	A32.3A; A32.3F
50596	Firmage, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Firmage</p>	
53474	Firth, Emerson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emerson Firth</p>	A32.3A; A32.3F
55513	Fis, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Fis</p>	A32.3A; A32.3F
52763	Fischbach, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Fischbach</p>	A32.3A; A32.3F
47028	fischer, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian fischer</p>	
39901	Fischer, Devon	<p>I guess here we go, another comment period.</p> <p>The gondola will negatively impact wilderness areas and violate the roadless rule. This project would cause irreparable damage to these wilderness areas. We do not want the gondola.</p> <p>Also I'm a skier we do not want the gonola.</p>	A32.29VV
47000	Fischer, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Fischer</p>	A32.3A; A32.3F
39704	Fischer, Jon	<p>I strongly oppose building roads in the areas the gondola towers will be. This will destroy the beauty of this canyon and take away the very thing that makes it so special.</p>	A32.3G
40514	Fischer, Kendall	<p>I'm against the construction of the proposed LCC gondola. I don't want years of construction for the creation of something that is a poor solution and creates additional noise pollution and visual obstruction.</p>	A32.29VV
48627	Fischer, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Fischer</p>	A32.3A; A32.3F
48355	Fischer, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Fischer</p>	
39634	Fischer-Colbrie, Tyler	<p>A gondola is a one-size-fits-few solution that will only help for a few weekends a year, only serve a portion of those who use the canyons, be useless outside of winter storm weekends, be far too costly for many resort visitors, and is a permanent solution that cannot adapt over time to canyon usage. This seems like a shameless grab to use land already earmarked for the project before it was approved, all while loading up with taxpayer money to support this boondoggle that will not effectively address canyon traffic issues</p>	A32.29VV
51723	Fischer-Colbrie, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Fischer-Colbrie</p>	A32.3A; A32.3F
54504	Fish, Adaon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adaon Fish</p>	A32.3A; A32.3F
52947	Fisher, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Abigail Fisher</p>	
44275	Fisher, Andee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andee Fisher</p>	A32.3A; A32.3F
56220	Fisher, Carl	<p>To Whom it May Concern,</p> <p>Please accept the attached comments from Save Our Canyons.</p> <p>Thank you.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	A32.3A; A32.3F; A32.3G; A32.10G
54281	Fisher, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Fisher</p>	A32.3A; A32.3F
44842	Fisher, Danielle	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Fisher</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55406	Fisher, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Fisher</p>	A32.3A; A32.3F
50337	Fisher, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Fisher</p>	A32.3A; A32.3F
41214	Fisher, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Fisher</p>	A32.3A; A32.3F
50065	Fisher, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lucas Fisher	
45523	Fisher, Quinci	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Quinci Fisher	A32.3A; A32.3F
41499	Fisher, Rachael	As a frequent user of LCC, I do not believe a Gondola is a solution for the problems we have. There will still be congestion, there will still be interlodge, there will still be a red snake, there will still be traffic backup on Wasatch Blvd. Busses are the the smartest solution so far.	A32.29VV
42689	Fisher, Riley	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Riley Fisher	A32.3A; A32.3F
50505	fisher, roman	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, roman fisher	A32.3A; A32.3F
51887	Fisher, Sarah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Fisher</p>	
43282	Fisher, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Fisher</p>	A32.3A; A32.3F
51398	Fisk, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Fisk</p>	A32.3A; A32.3F
47806	Fisk, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Fisk</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43266	Fister, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Fister</p>	A32.3A; A32.3F
40386	Fitch, Barbara	<p>I do not think that building a gondola will solve all the problems for the skiers. Way to expensive for people to use .</p> <p>Why not run more busses up there in the mornings and afternoons like they use too. Or have a special bus lane. much better for the environment and a lot less money and affordable?</p>	A32.29VV
47016	Fitch, Laurel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurel Fitch</p>	A32.3A; A32.3F
47454	Fitt, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Fitt</p>	A32.3A; A32.3F
50439	Fitzgerald, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Fitzgerald</p>	
47248	Fitzgerald, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Fitzgerald</p>	A32.3A; A32.3F
50693	Fitzgerald, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Fitzgerald</p>	A32.3A; A32.3F
49587	Fitzgerald, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Fitzgerald</p>	A32.3A; A32.3F
50052	Fitzmaurice, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Fitzmaurice</p>	
50203	Fitzmaurice, Page	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Page Fitzmaurice</p>	A32.3A; A32.3F
48688	fitzmayer, claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, claire fitzmayer</p>	A32.3A; A32.3F
54302	Fitzmorris, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Fitzmorris</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54101	Fitzpatrick, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Fitzpatrick</p>	A32.3A; A32.3F
55422	Fitzwater, Lindzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindzi Fitzwater</p>	A32.3A; A32.3F
48023	Flake, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Flake</p>	A32.3A; A32.3F
47368	flake, mckay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mckay flake</p>	
55739	Flamenbaum, S	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few, many of whom like myself will be visitors from out of state. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, S Flamenbaum</p>	A32.3A; A32.3F
39599	Flanagan, Colleen	<p>I am against any Gondola that the taxpayers have to pay for. It's not fair to the residents of UT who do not ski pay for this gondola! I think the road should be widened. The Gondola is too expensive and too long of a ride to the ski resorts. Just widen the road!</p>	A32.29VV
39822	Flanagan, John	<p>Shouldnt snow sheds be the number 1 item to implement to keep the road open longer and more consistently? UDOT has done a great job implementing GazEx and Wyssen to up reliability, wouldn't snow sheds be the best thing to do in short term to increase reliability? That seems to be the bulk of closure is snow clearing. Gondola aside, just tolling and snow sheds would alleviate most of the issues in my opinion. I grew up in Utah and moved to Seattle and wait 1 hour + in traffic after an hour and a half drive to the resort so the LCC problem on peak days shouldn't be high on the priority of where UDOT is investing.</p>	A32.29VV
43327	Flanagan, Seamus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seamus Flanagan</p>	A32.3A; A32.3F
50944	Flanders, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hannah Flanders	
51830	FlandersJohnson, Blade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blade FlandersJohnson</p>	A32.3A; A32.3F
39788	Flaum, Bethany	I do not want the gondola in Little Cottonwood Canyon. It will completely ruin the beauty of the canyon.	A32.29VV
55102	Fleck, Dolya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dolya Fleck</p>	A32.3A; A32.3F
47730	Flecker, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Flecker</p>	A32.3A; A32.3F
39592	Flegal, Douglas	The best option is to increase the number of buses and build berms for the snow slides.	A32.29VV
42950	Fleischer, Stacie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacie Fleischer</p>	
53446	Fleischmann, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Fleischmann</p>	A32.3A; A32.3F
56077	Fleming, Adam	<p>To whom it may concern,</p> <p>The gondola is not a solution for alleviating traffic congestion in Little Cottonwood Canyon nor Big Cottonwood. The fact that the bus system was notoriously underfunded during an unprecedented snow-level year AND people still took the ski bus shows we are willing to utilize opportunities to reduce traffic if only it was available to it. Busses work incredibly well and most of the infrastructure is already established.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Fleming</p>	A32.29VV
45107	Fleming, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Fleming</p>	A32.3A; A32.3F
39394	Fleming, Ben	<p>The people have spoken. We do not want a gondola, for the third [REDACTED] time.</p>	A32.29VV
42728	Fleming, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Fleming</p>	
48488	fleming, rylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rylee fleming</p>	A32.3A; A32.3F
52725	Fleming, Sarah	<p>To whom it may concern,</p> <p>Seriously, this is just another way to make skiing less accessible to those who can't afford it! And the you're making those who won't benefit from it pay for it. This is a perfect opportunity for something else: Put this money into paying bus drivers and increasing community vibes with ride share!</p> <p>.....</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Fleming</p>	A32.3A; A32.3F
43865	Fletcher, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy Fletcher</p>	
51947	Fletcher, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Fletcher</p>	A32.3A; A32.3F
43781	Fletcher, JEFF	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JEff Fletcher</p>	A32.3A; A32.3F
48436	Fletcher, Jett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jett Fletcher</p>	A32.3A; A32.3F
48934	Fletcher, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Fletcher</p>	
54314	Fletcher, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Fletcher</p>	A32.3A; A32.3F
45075	Fletcher, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Fletcher</p>	A32.3A; A32.3F
51580	Flinders, Andee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Andee Flinders	
39247	Flint, Noah	These all seem extremely wasteful just to service two resorts in the winter, but a gondola seems most intrusive and outrageously expensive. Limit the number of cars going up the canyon. Use license plate numbers, rather than tolls to limit who can travel up canyon each day. There are simpler, more equitable, and less costly ways to manage the traffic issue in the canyon.	A32.29VV
51600	Flint, Skye	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Skye Flint	A32.3A; A32.3F
51130	Flitton, Kayli	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kayli Flitton	A32.3A; A32.3F
49756	Flockhart, Jessica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jessica Flockhart	A32.3A; A32.3F
39306	Flodin, Sandra	I am against the gondola and any damage to the canyon and surrounding areas! It's a structure that does not help the environment or transport to the ski areas. Tolling cars at high rates and having the bus be a cheaper alternative is the better solution. There are plenty of park and ride areas and there are even alternatives - like Rio Tinto stadium parking that is not used in the winter. Other options are imperative to maintaining the pristine nature in our canyons. NO GONDOLA!!!	A32.29VV
46169	Floquet, Charlene	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlene Floquet</p>	
43805	Flor, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Flor</p>	A32.3A; A32.3F
52314	Florence, Carley	<p>To whom it may concern,</p> <p>As a native Utahan I strongly oppose the Little Cottonwood Canyon Gondola project and URGE you to consider what Utahans wants- lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will NOT improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carley Florence</p>	A32.3A; A32.3F
44391	Florence, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Florence</p>	
47127	Florence, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Florence</p>	A32.3A; A32.3F
50155	Florence, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Florence</p>	A32.3A; A32.3F
43324	Flores, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Flores</p>	A32.3A; A32.3F
44778	Flores, Claudia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claudia Flores</p>	
43219	Flores, Jacqueline	<p>To whom it may concern,</p> <p>I STRONGLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Flores</p>	A32.3A; A32.3F
53020	Flores, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Flores</p>	A32.3A; A32.3F
51073	Flores, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please invest more money in UTA's ski bus services. This past year, riding the bus to the resorts was very difficult due to the staff shortages and schedule cuts. I appreciate this service and the improved buses, but peak times make it very undesirable. The money that could be used for the gondola could fund an improved bus service for many, many years. Please listen to the people who enjoy recreating in Little Cottonwood Canyon rather than rich businessmen who only care about getting richer.</p> <p>Regards, Rebecca Flores</p>	
52676	Flores, Rodolfo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rodolfo Flores</p>	A32.3A; A32.3F
46064	Floring, Damian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damian Floring</p>	A32.3A; A32.3F
46175	Flottman, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Flottman</p>	A32.3A; A32.3F
45590	flowe, Cindy	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy flowe</p>	
45265	Flowe, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Flowe</p>	A32.3A; A32.3F
45595	flowe, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara flowe</p>	A32.3A; A32.3F
43154	Flowers, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Amy Flowers	
52461	floyd, Carey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carey floyd</p>	A32.3A; A32.3F
51782	floyd, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace floyd</p>	A32.3A; A32.3F
48648	Floyd, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Floyd</p>	A32.3A; A32.3F
49099	Floyd, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Floyd</p>	
39280	Flury, William	<p>Whatever solution the committee decides people who use the canyon should subsidize the cost of infrastructure to use the canyon to pay for the improvements like using a Toll Road on a highway. Please keep the reduction of pollutants in the air as a priority as more people that move to Utah will only compound the Horrific Air Pollution that SLC Valley currently experiences (Top 10 Worst in the US in Winter).</p>	A32.29VV
49251	Flynn, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Flynn</p>	A32.3A; A32.3F
43894	Flynn, Corey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corey Flynn</p>	A32.3A; A32.3F
44075	Flynn, Emmet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmet Flynn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53005	Fogal, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Fogal</p>	A32.3A; A32.3F
55754	Fogarty, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Fogarty</p>	A32.3A; A32.3F
52062	Fogarty, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Fogarty</p>	A32.3A; A32.3F
45919	Fogarty, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Fogarty</p>	
51977	Fogarty, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Fogarty</p>	A32.3A; A32.3F
44876	Fogg, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Fogg</p>	A32.3A; A32.3F
44818	Fogg, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Fogg</p>	A32.3A; A32.3F
50035	Folau, Lesieli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lesieli Folau</p>	
42811	Foley, anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, anna Foley</p>	A32.3A; A32.3F
44007	Foley, Daniel	<p>To whom it may concern,</p> <p>I oppose the LCC Gondola. I think that this will have no noticeable effects on the traffic in the canyon. Sure 5 - 10 years from now when it's done it will be convenient for those who buy tickets but it will not be an improvement and it is not a solution to the issue. It will have a number of negative effects in the process and the added benefit of having the gondola certainly does not outweigh negative impact it will have on the canyon.</p> <p>Regards, Daniel Foley</p>	A32.29VV
39672	Foley, Kate	NO GONDOLA! The public does NOT want this! There are better, cheaper options. Do the right thing and put a stop to this.	A32.29VV
42749	Foley, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Foley</p>	A32.3A; A32.3F
53447	Foley, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Foley</p>	
47668	Folkersen, Johannes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johannes Folkersen</p>	A32.3A; A32.3F
42845	folkman, Kensey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kensey folkman</p>	A32.3A; A32.3F
39638	FOLLAND, DAVID	<p>I don't think the gondola is the right solution for Little Cottonwood Canyon. It is too expensive for the number of people who will use it. If skiers and ski areas paid for the gondola, rather than the Utah taxpayers, it could be justified. There are just too many other urgent priorities in the state, the dying Great Salt Lake being the most immediate environmental need.</p>	A32.29VV
51425	Follender, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Follender</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51753	Follette, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Follette</p>	A32.3A; A32.3F
53422	Follmer, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Follmer</p>	A32.3A; A32.3F
56151	Folsom, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Folsom</p>	A32.3A; A32.3F
45243	Folsom, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Folsom</p>	
52974	Fong, Kai-li	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kai-li Fong</p>	A32.3A; A32.3F
50722	Fonseca, Tony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tony Fonseca</p>	A32.3A; A32.3F
39447	Fonte, Jill	<p>If our government won't protect our health, our watershed and our wildlife, who will? The gondola will service two privately held organizations - Snowbird and Alta - yet taxpayers will bear the brunt of the cost and those who recreate in the canyon will bear the brunt of the disruption and the loss of our view corridor. PLEASE, NO GONDOLA! Enhance the bus service, charge for cars, but don't destroy our beautiful canyon!</p>	A32.29VV
40437	Fonte, Jill	<p>It is unfathomable that after all the public outcry, this gondola is still under consideration. How can it be worth the disruption to the wildlife and the watershed to install such an expensive transit system to service only two privately owned businesses? Something smells VERY bad about this whole concept!</p>	A32.29VV
51085	Foote, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Foote</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55412	Footer, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Footer</p>	A32.3A; A32.3F
42131	Footer, Sari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sari Footer</p>	A32.3A; A32.3F
43446	Footer, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Footer</p>	A32.3A; A32.3F
51506	Footit, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Footit</p>	
48716	Foran, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. The long term proposed benefits do not outweigh the long lasting irreversible impacts.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. This money could be spent and utilized to create designated parking structures capable of handling the capacity necessary to allow for canyon users to bus or carpool effectively. Like other ski towns in the US, we don't need to move cars we need to move people, and there are better, cheaper, more environmentally friendly and sustainable options available.</p> <p>Regards, Sarah Foran</p>	A32.3A; A32.3F
55606	Forbes, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Forbes</p>	A32.3A; A32.3F
41242	Forbes, Danielle	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
43618	Forbes, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Forbes</p>	
53366	Forbes, Monaliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monaliza Forbes</p>	A32.3A; A32.3F
39941	ford, emily	<p>Although it's said that the gondola construction would result in 'incidental' vegetation/timber removal, and not contradict the roadless rule re: motor vehicles, a \$1billion transportation project within an IRA inherently contrasts the intent of a Roadless Rule and the wilderness values of the area which it protects. White Pine and portions of Twin Peaks and Lone Peak IRAs need to be protected, now more than ever, with increased traffic, recreation, climate change, an expanding wildlife-urban interface and other development. The gondola is a destructive, large-scale infrastructure project that cannot be implemented due to its negative effects on the local environment.</p>	A32.3A; A32.3F
39933	Ford, Hal	<p>Little Cottonwood Canyon has spoken loud and clear this year breaking all records on Accumulated Snow, Avalanches, Road Closures, and Interlocked Skiers. The only practical solution is a Pollution Free Tram that travels far above the Snow, Avalanche and Stalled Traffic to provide unrestricted 24/7 access between Alta, Snowbird, the slopes, and the mouth of the Canyon for Residents, Skiers Emergency Personnel and Medical Assistance.</p>	A32.29VV
56087	Ford, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Ford</p>	A32.3A; A32.3F
48503	Ford, Simon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simon Ford</p>	
48179	Fordham, Ben	<p>To whom it may concern,</p> <p>Do NOT put a gondola in there.</p> <p>Regards, Ben Fordham</p>	A32.29VV
52347	Fordham, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Fordham</p>	A32.3A; A32.3F
55428	Fordham, Joy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joy Fordham</p>	A32.3A; A32.3F
48663	Fordham, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Fordham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55241	Fordon, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Fordon</p>	A32.3A; A32.3F
46723	Foreman, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Foreman</p>	A32.3A; A32.3F
40677	Forgerson, Ariana	<p>Under no circumstances, should we be building this gondola. It is clear that it is bad for the environment, and will destroy or damage protected areas, wildlife, and the watershed. Corporate greed is not more important than the environment.</p>	A32.29VV
52694	Forman, Brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brody Forman</p>	A32.3A; A32.3F
47691	FORMAN, Kirstin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirstin FORMAN</p>	
54861	Fornander, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Fornander</p>	A32.3A; A32.3F
56189	Fornelli, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Fornelli</p>	A32.3A; A32.3F
42798	Forrest, Archie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Archie Forrest</p>	A32.3A; A32.3F
51713	Forrest, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Forrest</p>	
45694	Forrest, Jim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jim Forrest</p>	A32.3A; A32.3F
39929	Forrest, Jim	I do not want a gondola in little cottonwood. It goes against the US Forest Service guidelines for roadless areas.	A32.3A
54148	Forry, Kent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kent Forry</p>	A32.3A; A32.3F
40509	Fors, Adrienne	If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.	A32.10G; A32.3I
54630	Forsberg, Kimberlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kimberlie Forsberg</p>	
40109	FORSDICK, CHRIS	<p>As a practicing Recreation Therapist in mental health, I know the value of 'nature' and human mental health. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>Creating and building the access roads for maintenance for the eight gondola towers will alter the views and value of the inherent beauty of nature. Beathaking views and wildlife have been studied and are found to be a determinate in positive emotional well-being. SCIENCE ADVANCE: 24 Jul 2019</p> <p>Vol 5, Issue 7 DOI: 10.1126/sciadv.aax0903</p> <p>The years that it will take to build the gondola system does not help fix the traffic problems in the canyon.</p> <p>Please stop the gondola and altering the canyon. Follow the current Roadless Rule that was put on the 'books' by our predicessors that value the natural environment with vegetation, wildlife and clean water.</p> <p>Thankyou, Chris Forsdick</p>	A32.3A; A32.3F; A32.3I
51409	Forsgren, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Forsgren</p>	A32.3A; A32.3F
44552	Forsgren, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Forsgren</p>	A32.3A; A32.3F
55237	Forster, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Forster</p>	
43090	forster, Brighton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brighton forster</p>	A32.3A; A32.3F
56120	Forster, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Forster</p>	A32.3A; A32.3F
44956	Forster, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Forster</p>	A32.3A; A32.3F
41433	Forster-Burke, Diane	<p>I want the Cottonwood Heights City Council to adopt language in opposition to the proposed gondola towers in LCC. This would forever harm the natural beauty of the canyon and do irreparable damage to the narrow canyon. UDOT needs to take a different approach to traffic on ski days such as more buses.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55191	Forsythe, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Forsythe</p>	A32.3A; A32.3F
46954	Forth, Arainna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arainna Forth</p>	A32.3A; A32.3F
45950	Forth, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Forth</p>	A32.3A; A32.3F
39320	Fortie, Neil	Why can't the use electrical buses, and save one heck of money, forest and etc,	A32.29VV
47854	Fortier, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Fortier</p>	
45806	Fortune, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Fortune</p>	A32.3A; A32.3F
55883	Fosbinder, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Fosbinder</p>	A32.3A; A32.3F
49708	Foss, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Foss</p>	A32.3A; A32.3F
55792	Foster, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Foster</p>	
53574	Foster, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Foster</p>	A32.3A; A32.3F
55093	Foster, Carley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carley Foster</p>	A32.3A; A32.3F
47053	Foster, Caroline	<p>To whom it may concern,</p> <p>I may not be a local but I love bringing my tourist dollars to Utah!!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Foster</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54169	Foster, Ellis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellis Foster</p>	A32.3A; A32.3F
51502	Foster, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Foster</p>	A32.3A; A32.3F
50630	Foster, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Foster</p>	A32.3A; A32.3F
41454	Foster, Gretchen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretchen Foster</p>	
44326	Foster, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Foster</p>	A32.3A; A32.3F
48609	Foster, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Foster</p>	A32.3A; A32.3F
53977	Foster, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Foster</p>	A32.3A; A32.3F
53520	Foster, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Foster</p>	
39647	Foster, Paula	How will this benefit low income residents of Salt Lake City?	A32.29VV
47613	Foster, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Foster</p>	A32.3A; A32.3F
50925	Foster, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Foster</p>	A32.3A; A32.3F
51672	Fotheringham, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Fotheringham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48961	Foucault, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Foucault</p>	A32.3A; A32.3F
45922	fouche, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca fouche</p>	A32.3A; A32.3F
44340	Fouche, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Fouche</p>	A32.3A; A32.3F
41326	Foulger, Kenzie	<p>I do not want extra lanes, a train, or gondola. Just because the Epic pass exists and is bringing in tourists, it does not mean so many locals, environment, and animals need to suffer.</p> <p>The gondola and extra lanes violate UT's roadless rule. It's a preservation law.</p> <p>It is over a half a billion of taxpayer money to benefit two businesses.</p> <p>It'll limit rock climbing and other recreation.</p> <p>It will displace wildlife.</p> <p>It could harm our watershed.</p>	A32.3F; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56060	Fournier, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Fournier</p>	A32.3A; A32.3F
52535	Fowers, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Fowers</p>	A32.3A; A32.3F
43727	fowler, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis fowler</p>	A32.3A; A32.3F
43402	Fowler, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Fowler</p>	
55398	Fowler, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Fowler</p>	A32.3A; A32.3F
39681	Fox, Alex	<p>No massive public handouts to ski resorts.</p>	A32.29VV
49189	Fox, Alli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alli Fox</p>	A32.3A; A32.3F
40705	Fox, Buie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Buie Fox</p>	A32.3A; A32.3F
46641	Fox, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Fox</p>	
44851	Fox, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Fox</p>	A32.3A; A32.3F
46488	Fox, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Fox</p>	A32.3A; A32.3F
52634	Fox, Graci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graci Fox</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39940	Fox, Jason	<p>Please do not proceed with the Gondola. Utahns are currently blessed with the beauty and grace that is Little Cottonwood Canyon, something that a massive structure like a Gondola, plopped right in the center would irrevocably denigrate. I ski, and I would love easy access to those resorts, but never would I spend other tax payers money just to recreate, especially when far more hard working Utahn's deal with traffic issues All year long! Public dollars, in my opinion should be used to serve the masses and definitely not for such a small subset of the community.</p> <p>Buses, a toll system, not changing a thing, would all be far more cost conscious, and keep the the bigger picture in frame.</p> <p>Thank You,</p> <p>Jason</p>	A32.29VV
49582	Fox, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Fox</p>	A32.3A; A32.3F
52126	Fox, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Fox</p>	A32.3A; A32.3F
39321	Fox, Larry	<p>It's inevitable, the ski resorts should one day all be connected by gondola's, trams, etc. The gondola plan would be a great start!</p>	A32.29VV
44463	Fox, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project. I urge you to find a lower cost and more effective alternatives. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>Additionally it will only be serving private companies at the cost of the people in our city. Those funds would better serve out community in many other ways.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please please please reconsider.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Melinda Fox</p>	
51246	Fox, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Fox</p>	A32.3A; A32.3F
42049	Fox, Nola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nola Fox</p>	A32.3A; A32.3F
48586	Fox, Shari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shari Fox</p>	A32.3A; A32.3F
54050	Fox, Sienna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sienna Fox</p>	
55083	Fox, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Fox</p>	A32.3A; A32.3F
54588	Fox, Tray	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tray Fox</p>	A32.3A; A32.3F
50728	Foxley, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Foxley</p>	A32.3A; A32.3F
45268	Fox-Shapiro, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Fox-Shapiro</p>	
48072	Foy, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Foy</p>	A32.3A; A32.3F
55227	Foy, McCall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McCall Foy</p>	A32.3A; A32.3F
52740	Fraatz, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Fraatz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55036	Frain, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Frain</p>	A32.3A; A32.3F
41034	Frame, James	<p>One of the options I have not seen is setting up the roads with this system to create two lanes up in the morning and two lanes down in the afternoon https://www.youtube.com/watch?v=OswOjhHTvkw. This way only certain sections of the road would need to be widened to create 3 lanes.</p>	A32.29VV
52737	Frame, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Frame</p>	A32.3A; A32.3F
48381	Frampton, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Frampton</p>	A32.3A; A32.3F
53247	Francis, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Francis</p>	
49663	Francis, Aubriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubriel Francis</p>	A32.3A; A32.3F
47320	Francis, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Francis</p>	A32.3A; A32.3F
47579	Francis, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Francis</p>	A32.3A; A32.3F
46210	Francis, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Francis</p>	
46280	francis, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake francis</p>	A32.3A; A32.3F
49191	Francis, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Francis</p>	A32.3A; A32.3F
45134	Franck, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Franck</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55484	Francks, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Francks</p>	A32.3A; A32.3F
48492	Francl, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Francl</p>	A32.3A; A32.3F
43477	Franco, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Franco</p>	A32.3A; A32.3F
44674	Franco, Antonella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Antonella Franco</p>	
44314	Franco, Elena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elena Franco</p>	A32.3A; A32.3F
48047	Franco, Martina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martina Franco</p>	A32.3A; A32.3F
43253	Francom, Brynli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynli Francom</p>	A32.3A; A32.3F
45972	Francom, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Francom</p>	
54122	Frandsen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Frandsen</p>	A32.3A; A32.3F
53409	Frandsen, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Frandsen</p>	A32.3A; A32.3F
43046	Frandsen, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Frandsen</p>	A32.3A; A32.3F
56205	Frank, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Frank</p>	
46422	Frank, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Frank</p>	A32.3A; A32.3F
54069	Franke, Alex	<p>To whom it may concern,</p> <p>I am against the m the Little Cottonwood Canyon Gondola project and urge you to consider the other options that would reduce traffic. The gondola will not improve traffic congestion. It will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Franke</p>	A32.3A; A32.3F
39608	Franke, Alexander	Do not build the gondola, it is a poor use of money and very destructive. The bus service should be enhanced.	A32.29VV
39376	Frankel, Mitch	Uphold the roadless rule and stop this silly idea of the gondola that only profits the two resorts at the expense of all of Utahns. Shame on you UDOT.	A32.3A
39832	Frankel, Mitch	A \$1 billion+ transportation project within IRAs, which will negatively impact wilderness areas, inhabiting wildlife, and the watershed, directly contrasts with the spirit of the Roadless Rule and the areas it protects.	A32.3F
45526	Frankland-Mathers, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Quinn Frankland-Mathers	
45485	Franklin, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Franklin</p>	A32.3A; A32.3F
51152	Franklin, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Franklin</p>	A32.3A; A32.3F
39939	Franks, Danielle	I do not want a gondola in non-road areas! I do not want a gondola!	A32.29VV
49134	Franks, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Franks</p>	A32.3A; A32.3F
40156	Franks, Zack	Snowsheds make the most sense. The gondola does not solve the avalanche risk.	A32.29VV
51174	Franson, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Franson</p>	
51386	Franz, Derek	<p>To whom it may concern,</p> <p>As a journalist who has been watching the development of these plans, it is very frustrating to see the will of the various communities who enjoy LCC losing out against big money and a narrow vision that is focused almost exclusively on servicing ski resorts.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Franz</p>	A32.3A; A32.3F
54327	Franzen, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Franzen</p>	A32.3A; A32.3F
48222	Fraser, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please change your plans.</p> <p>Regards, Clara Fraser</p>	
51306	Fraser, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Fraser</p>	A32.3A; A32.3F
40282	Frasol, Jadwiga	<p>Shame on you UDOT</p> <p>To accomodate skiers for couple od months you want to ruin /devastate our Wasatch mountains on top of footing the bill with taxpayers dolars</p> <p>No gondola in LCC or anywhere in Wasatch</p> <p>Buses and carpooling is the solusion</p> <p>Animals and plants lived in these mountains before you happened in Utah</p> <p>You meaning UDOT</p> <p>We don't want eye sore like steel monumental construction to ruin pristine places /mountains</p> <p>We don't want noise either</p> <p>STOP your devastating politics!!!!</p> <p>Sincerely</p> <p>Jadwiga Frasel</p>	A32.29VV
49993	Frassa, Enzo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Enzo Frassa</p>	
55230	Fratto, Alysa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alysa Fratto</p>	A32.3A; A32.3F
52649	Fratto, Alyx	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyx Fratto</p>	A32.3A; A32.3F
52084	Frear, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Frear</p>	A32.3A; A32.3F
51075	Frechette, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Frechette</p>	
45089	Frecka, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Frecka</p>	A32.3A; A32.3F
46463	Frederick, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Frederick</p>	A32.3A; A32.3F
43145	Fredericks, Chelise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelise Fredericks</p>	A32.3A; A32.3F
50986	Frederickson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Frederickson</p>	
51691	Fredley, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Fredley</p>	A32.3A; A32.3F
45711	Fredrick, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Fredrick</p>	A32.3A; A32.3F
43408	Fredrick, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Fredrick</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48675	Fredrickson, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Fredrickson</p>	A32.3A; A32.3F
44777	Free, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Free</p>	A32.3A; A32.3F
40731	Freebairn, Chanda	The Gondola does not make sense!!!! the towers will be so ugly. Nobody will ride it, Too expensive, too inconvenient for skiers, AND. ONLY OPEN FOR A FEW MONTHS during the year, that is extra stupid!!!	A32.29VV
40736	Freebairn, Chanda	NO GONDOLA, Charge each car to drive up the canyon or ride the bus for free. The gondola is so stupid, expensive, inconvenient. All of that work and money spent will go to hell, once people discover it is a pain to ride and only open a few months a year.	A32.29VV
39938	Freebairn, Greg	The gondola would directly violate the Roadless Rule and negatively impact wilderness areas in Little Cottonwood Canyon. Please consider alternative solutions such as a toll for canyon usage, and enhanced bus service.	A32.29VV
56104	Freeburg, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Freeburg</p>	A32.3A; A32.3F
54978	Freed, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Freed</p>	
41025	Freedlund, Jim	No gondola	A32.29VV
48083	Freehafer, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Freehafer</p>	A32.3A; A32.3F
44272	Freelove, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Freelove</p>	A32.3A; A32.3F
53720	Freeman, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Camille Freeman	
56133	freeman, Julianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julianne freeman</p>	A32.3A; A32.3F
50375	Freeman, Karisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karisa Freeman</p>	A32.3A; A32.3F
51402	Freestone, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Freestone</p>	A32.3A; A32.3F
54053	Freeze, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Freeze</p>	
51850	Frehner, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diana Frehner</p>	A32.3A; A32.3F
54446	Frei, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Frei</p>	A32.3A; A32.3F
48323	Frein, Todd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Todd Frein</p>	A32.3A; A32.3F
47208	French, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline French</p>	
39547	French, Madeleine	People of Utah do not want the gondola.	A32.29VV
48231	Frentheway, Beau	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beau Frentheway</p>	A32.3A; A32.3F
53300	Frentheway, Kreed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Don't destroy anymore of the natural world please. Humans have done enough damage. We need to start being more intelligent with how our society gets around and the gondola is quite the opposite of intelligence.</p> <p>Regards, Kreed Frentheway</p>	A32.3A; A32.3F
51762	Frere, Olivia	<p>To whom it may concern,</p> <p>I am a cottonwood heights resident.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Frere</p>	
47351	Freshman, Boz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Boz Freshman</p>	A32.3A; A32.3F
47356	fresques, abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abby fresques</p>	A32.3A; A32.3F
42337	Fresques, Allison	<p>I am resident of Millcreek and user of Little Cottonwood Canyon. After reviewing the final EIS and other materials, I am firmly against the proposed gondola. First, I think UDOT did not adequately consider and analyze the roadless rule. I also think that UDOT is recklessly disregarding the negative impacts on the vegetation, animals, and overall environment that a gondola will necessarily create. This vision is expensive and short sighted, and I don't think will adequately address the traffic issues in LCC; and unfortunately, once the decision is made and gondola is constructed, we can't go back. I think UDOT needs to consider other proposals such as tolls, extended bus options, or creating a second middle lane for uphill and downhill traffic alleviation. I'm against the gondola, and I don't know a single person in the state that is in favor of it.</p>	A32.3F
48321	Fretland, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Fretland</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50740	Frey, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Frey</p>	A32.3A; A32.3F
51180	Frezza, Blair	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blair Frezza</p>	A32.3A; A32.3F
48951	Frickelton, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Frickelton</p>	A32.3A; A32.3F
41018	Fridirici, Ted	<p>Additional impacts to remote roads not intended for general use or impacts are just one more reason this entire concept of a gondola is just the dumbest thing I've ever heard of. Please stop this insanity as it makes no sense. There are much cheaper smarter more efficient and faster solutions staring you right in your face. I just worry that its a done deal with some smokey back room political dealing over-riding what is so clearly a better path forward. For example...Solar charged energy efficient buses, pay drivers enough so you can run more buses, expand parking at 6200/Wasatch/ Quarry lot, incentives to car pool or ride the bus coupled with disincentives to drive up by yourself, avalanche sheds to channel the slides OVER the road, select widening if needed....please stop this dead in its tracks as it will be 20 years as all the lawsuits wind through the courts and the costs for this white elephant continue to rise. Thanks for the chance to comment.</p>	A32.29VV
39477	Fried, Jack	<p>The EIS clearly confirms that operating buses on current roads without building a separate bus lane has the least adverse impact on the environment and the beauty of the land around it. While current plans do not call for buses stopping at trail heads, that remains an option for the future. It is not an option for the gondola, which few people will be able to afford and which will require tax payer subsidies. Even UDOT is unsure of the gondola's final cost, which is interesting since the rest of us know it will cost over a billion dollars. Providing tax payer subsidies to two businesses and former elected officials is unconscionable. A gondola may be as "sexy " as the underutilized Fronr Runner trains, but it won't get the Olympics back.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39580	Fried, Martha	People who can afford to use the gondola will already be staying at the resorts. Average Utahns will not be able to afford it and wil continue to drive. Hence, the gondola, which almost cost more than what we've been told, will be under utilized. Bus service can be implemented now without building an unnecessary bus lane.	A32.29VV
44631	Friedland, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Friedland</p>	A32.3A; A32.3F
55553	Friedman, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Friedman</p>	A32.3A; A32.3F
52333	Friedman, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Friedman</p>	A32.3A; A32.3F
47859	friedman, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linda friedman</p>	
53557	Friedman, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Friedman</p>	A32.3A; A32.3F
40794	Friedman, NJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, NJ Friedman</p>	A32.3A; A32.3F
55578	Friedman, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Friedman</p>	A32.3A; A32.3F
39786	Friedrich, Bob	No gondola. Dumbest idea ever. Only reason for it is to make money for Niederhauser and McCandless. #corruption	A32.29VV
56152	Friegang, Mischa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mischa Friegang</p>	
52700	Friesen, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Friesen</p>	A32.3A; A32.3F
44152	Frigetto, Kason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kason Frigetto</p>	A32.3A; A32.3F
54972	Frioux, Jena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jena Frioux	
53469	Frischknecht, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Frischknecht</p>	A32.3A; A32.3F
41595	Frits, William	I firmly oppose the addition of a Gondola to Little Cottonwood Canyon. I believe electric buses can achieve a higher throughput of people, could be effectively used in the off season to support the utah economy, and are a more sustainable and better use of tax payer dollars	A32.29VV
49396	Fritz, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Fritz</p>	A32.3A; A32.3F
47480	Fritz, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Fritz</p>	A32.3A; A32.3F
51027	Frixione, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Frixione</p>	
43220	Frkovich, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Frkovich</p>	A32.3A; A32.3F
41740	Frodsham, Brookelyn	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
53934	Frodsham, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Frodsham</p>	A32.3A; A32.3F
39559	Froebe, Steve	I support increased bussing and restrictions on car traffic during defined times of the day as the best option to select	A32.29VV
45809	Froehlich, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion and will create an issue of parking at the base. It will permanently alter Twin Peaks, Lone Peak, and</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, first and foremost year-round enhanced bus service with stops at multiple locations and more frequent service at peak times (with more seating and gear storage), enforcement of the traction law, and carpool incentives.</p> <p>Regards, Katelyn Froehlich</p>	
47898	Frogley, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Frogley</p>	A32.3A; A32.3F
47380	Froman, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Froman</p>	A32.3A; A32.3F
47509	Froman, Marty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Marty Froman</p>	
47510	Froman, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Froman</p>	A32.3A; A32.3F
48326	Frommelt, Josi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josi Frommelt</p>	A32.3A; A32.3F
48295	Frommelt, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Frommelt</p>	A32.3A; A32.3F
53208	Froneberger, Dawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawn Froneberger</p>	
51690	Fronk, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Fronk</p>	A32.3A; A32.3F
51384	Frost, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Frost</p>	A32.3A; A32.3F
49925	Frost, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Frost</p>	A32.3A; A32.3F
45284	Frost, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Frost</p>	
48068	Frost, Kodi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kodi Frost</p>	A32.3A; A32.3F
45877	Frost, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Frost</p>	A32.3A; A32.3F
48089	Frost, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Frost</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53513	Frost, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Frost</p>	A32.3A; A32.3F
49648	frost, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia frost</p>	A32.3A; A32.3F
45673	Frost, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Frost</p>	A32.3A; A32.3F
46255	Fruehan, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Fruehan</p>	
43869	Fruendt, Kayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayley Fruendt</p>	A32.3A; A32.3F
47818	Frustaci, Angelica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelica Frustaci</p>	A32.3A; A32.3F
50940	Frutos, Armando	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Armando Frutos</p>	A32.3A; A32.3F
50295	Fry, Suri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suri Fry</p>	
51686	Fryar, Marcia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcia Fryar</p>	A32.3A; A32.3F
44648	Frye, Melany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melany Frye</p>	A32.3A; A32.3F
51956	Fuchs, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Fuchs</p>	A32.3A; A32.3F
46560	Fuelling, Mekenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please do not destroy the canyon.</p> <p>Regards, Mekenzie Fuelling</p>	
41397	fuentes, Serenity	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Serenity fuentes</p>	A32.3A; A32.3F
45478	Fuhrman, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Fuhrman</p>	A32.3A; A32.3F
39808	Fuhrman, David	<p>So it seems that a gondola during this epic April snow storm would have done nothing to keep access open to the resorts. If anything I think this recent event shows the need for snow sheds in the canyon.</p>	A32.29VV
55224	Fuhrmann, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Fuhrmann</p>	
44248	Fulcher, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Fulcher</p>	A32.3A; A32.3F
46075	Fulkerson, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Fulkerson</p>	A32.3A; A32.3F
52070	Fuller, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Fuller</p>	A32.3A; A32.3F
47063	Fuller, Cammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cammy Fuller</p>	
53511	Fuller, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Fuller</p>	A32.3A; A32.3F
51151	Fuller, Gideon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gideon Fuller</p>	A32.3A; A32.3F
40381	Fuller, Gretchen	<p>I live in Midvale and ski up to 30 days and more a year. I love our canyons and do not agree with these plans to get tax payers to pay for Snowbird and Alta to make more money. This does nothing to help the canyon or our watershed. Putting a gondola in will create more wasted funds that go to help 2 businesses and will wreck the beauty of that wild area for the rest of our future. Parking reservations and ski buses should be the way to go. I don't even know why I am taking the time to comment when no one is even listening. This has been a frustrating process and it is clear that you will be taking our taxes to allow 2 resorts to sell more tickets. This doesn't benefit anyone else. I do not support this move.</p>	A32.29VV
55605	Fuller, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lisa Fuller	
51509	Fuller, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Fuller</p>	A32.3A; A32.3F
48927	Fullmer, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Fullmer</p>	A32.3A; A32.3F
42020	Fullmer, Erik	<p>Of course the gondola and its access roads will violate the Roadless Area Conservation Rule. And I find it interesting that UDOT did it's best to prevent this from being a forward facing issue until their hand was forced. You will destroy the little remaining wildlife refuge in this area. Keep the changes to the current and ONLY allowable road.</p> <p>Electric buses, more of them, snow sheds, and traction device enforcement.</p>	A32.3A; A32.3F; A32.10G
51248	Fullmer, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Fullmer</p>	A32.3A; A32.3F
44168	Fullmer, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Fullmer</p>	
39870	Fulmer, Ron	The gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A
50377	Fulton, Cash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cash Fulton</p>	A32.3A; A32.3F
53884	Fulton, Shay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shay Fulton</p>	A32.3A; A32.3F
42688	Funk, Cornelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Cornelia Funk	
42920	Funk, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Funk</p>	A32.3A; A32.3F
51549	Funk, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Funk</p>	A32.3A; A32.3F
46365	Funk, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Funk</p>	A32.3A; A32.3F
53036	Funk, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Funk</p>	
54756	funk, Nolan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nolan funk</p>	A32.3A; A32.3F
42682	Funk, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Funk</p>	A32.3A; A32.3F
42691	Funk, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Funk</p>	A32.3A; A32.3F
43640	Furnell, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Furnell</p>	
52199	Furniss, Trayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trayden Furniss</p>	A32.3A; A32.3F
43401	Furniss-Smedley, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Furniss-Smedley</p>	A32.3A; A32.3F
55099	Fusco, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Fusco</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48824	Fusco, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Fusco</p>	A32.3A; A32.3F
43755	Futrell, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Futrell</p>	A32.3A; A32.3F
55076	G, Ayse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ayse G</p>	A32.3A; A32.3F
44154	G, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bradley G	
43947	G, Charlotte	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Charlotte G	A32.3A; A32.3F
48232	G, McCade	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, McCade G	A32.3A; A32.3F
41392	G, Val	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Val G	A32.3A; A32.3F
39558	G. Maxfield, Steven	I am again the Gondola! It will ruin the nature beauty of our canyon. There are better steps to take before we turn it into an "expensive" amusement park ride.	A32.29VV
40250	G. Maxfield, Steven	No Gondola.... It is a waste of money... an eyesore... and a bill I do not want to pay.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I went up the canyon Saturday.. there were one or two people in each vehicle. Yes the traffic was crazy, but one bus could eliminate 50 vehicles.</p> <p>Parking below is an issue no matter which options is chosen.</p> <p>Extra buses, with priority road access... pick up location with parking and we're good. The mountains can only handle so many skiers.... Comfortably.</p> <p>The Gondola is nothing more than an expensive Disney ride.</p>	
39315	G. Maxfield, Steven	<p>Please no Gondola</p> <p>Enhance bus service.</p>	A32.29VV
39908	G. Maxfield, Steven	<p>No... No... No to the Gondola!</p> <p>Please don't ruin our canyons for a Gondola.</p> <p>Better parking , more busses and priority travel up/down the canyon.</p>	A32.29VV
41627	G., Scott	<p>Hello, thank you for reading and understanding that you're talking about my home: where I live and love to spend my time. I am sure if we were talking about where you live, you would like to be heard and understood just the same.</p> <p>After listening closely for a year +, I say "NO!" to the gondola. Besides the under-the-radar business dealings and clear disregard for tax payer money, I do not see the gondola as a solution. It is merely a tool to get more people up the canyon to spend money at 2 ski resorts. That is the only reason for the gondola. We all love to ski/ride, but at what cost to the tax payers? The bus system has not been enhanced, if anything I see less buses today. Where is a carpooling toll? Why don't we use practical solutions to get more people up the canyon, and when there is severe avalanche danger, then sorry you cannot go up! It was the choice of the investors who own Snowbird and Alta to invest in a canyon that might be shut-down from time to time. Instead they are looking for a tax payer solution to get them more profits.</p> <p>Instead, use profits from carpooling/buses/ski passes, other investors to build the gondola system.</p> <p>While we all know this gondola will go through because everyone is getting paid & considered besides those actually who live in the affected area.</p> <p>Just drive around the neighborhood - to see all the signs around Cottonwood Heights & Sandy, there are no pro-gondola signs anywhere. This is a tourist attraction for corporate greed.</p> <p>From,</p> <p>Someone who lives at the base of [REDACTED] and would be paying for this.</p> <p>Thanks for doing something in my interest.</p>	A32.29VV
50228	Gabriel, Deborah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deborah Gabriel</p>	A32.3A; A32.3F
46383	Gacke, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Gacke</p>	
42808	Gaddie, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Gaddie</p>	A32.3A; A32.3F
51848	gadette, jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jamie gadette</p>	A32.3A; A32.3F
41889	Gaeble, Jones	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gaeble Jones</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40406	Gaertner, Katie	<p>I believe the Gondola should be entirely removed from any considerations for a solution for LCC in any capacity. You can open a door with dynamite but you certainly do not need to. The gondola is an incredibly unnecessary route to attempt to provide a solution to traffic in LCC; this solution is only in the winter months serving private resorts and now has a layer with tax payer funding? As a local resident, lover of the canyon AND the resorts - I would refuse to fund in any way such a problematic "solution" only serving a selective group with horrific impacts to the environment, landscape, and views of LCC.</p> <p>Rocky Mountain National Park and Arches National Park have timed entries and tolling that spread out crowds - if we receive a similar amount of visitors as a national park we should be implemented these best practices established</p>	A32.29VV
43023	Gaeta, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Gaeta</p>	A32.3A; A32.3F
42200	Gaffney, Helena	<p>This project is irresponsible on many levels, but I'm going to focus on the environmental and financial impacts.</p> <p>The gondola will pass through 3 Inventoried Roadless Areas designated to PROTECT undisturbed wild areas. This project will completely disregard that, harming the little land and wildlife that hasn't yet been disrupted. The many outdoorsmen and women enjoying these primitive areas responsibly would also have limited access to these beautiful natural playgrounds. Additionally, the disruption will extend far beyond these regions given the constant noise pollution it will cause.</p> <p>The cost of this project is astronomical compared to what it would cost to increase bus travel, and tax payers are expected to foot the bill, 80% of which oppose this project or will never use the gondola. Those who do use the gondola will STILL have to pay for it, likely in addition to parking at the base, dumping even more tax payer money into a futile project. Those who can't afford it, which will likely be many, will continue to contribute to the traffic problem we're trying to solve.</p> <p>This money would be much better spent on saving the lake, as the snowfall and valley environment will suffer dramatically should it dry up entirely, making the gondola useless, as tourists will flock to safer mountain regions with better snow. So although this project will only truly benefit the resorts, they won't see a benefit for very long once we lose "the best snow on earth".</p> <p>And as if water wasn't already enough of a problem, the gondola's construction will jeopardize critical watershed supplying much of the valley's drinking water. This will further drive people away from the Salt Lake Valley.</p> <p>Lastly, we really don't even know how many people the canyon can accommodate. This lgondola may push it past it's breaking point, ending use of the canyon entirely.</p> <p>There are MANY other issues with this project, and they are not just limited to the environmental and financial toll it will take on the valley and the state of Utah.</p> <p>Given the many issues, I'd like to propose some alternatives as well:</p> <ul style="list-style-type: none"> • expand the bus service - We already have the bus fleet to implement this, and the residents of SLC are committed to utilizing it. • incentivize carpooling - enforce a high toll for cars carrying less than 4 people, for example, very doable and definitely enough incentive for all of the recreationalists I know • require parking reservations at resorts at all times - less traffic, less impact on the canyon <p>Additionally, these alternative solutions are REVERSIBLE; if they don't work, we can explore other low-cost, low-impact solutions. However, if the gondola project is completed, and it doesn't solve the canyon problems, we will be stuck with it and its disastrous impacts forever. Please think long and hard before you cause irreparable damage to our beloved Little Cottonwood Canyon.</p>	A32.3A; A32.3F
47680	Gaffney, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Gaffney</p>	
40907	Gaffney, Samantha	<p>Hello, As a lifelong Utahn I strongly oppose the proposed gondola. The environmental impact of the gondola would be devastating to the canyon. Not only would it disrupt the natural beauty of the area, it would have profound consequences to the health of wildlife and citizens of Salt Lake Valley by disrupting the LCC watershed permanently. Recreation would be affected by removing access to trailheads and bouldering areas. Further, building a gondola in this area violates the Roadless Rule. In our current society, we need to protect open space. I believe UDOT's interpretation of the Roadless rule is incorrect and challenge UDOT to consider the environmental impacts of the gondola, both for our current population and the future. Conservation is the essential, and I sincerely hope that my children will be able to grow up to enjoy the beauty of the Wasatch as well.</p>	A32.3A; A32.3F
54778	Gaffney, Treacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Treacy Gaffney</p>	A32.3A; A32.3F
43857	Gagne, Rylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylie Gagne</p>	A32.3A; A32.3F
53266	Gahan, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Gahan</p>	
52401	Gaid, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Gaid</p>	A32.3A; A32.3F
46131	Gajdos, Karch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karch Gajdos</p>	A32.3A; A32.3F
54957	Galanis, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Galanis</p>	A32.3A; A32.3F
54613	Galarneau, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Galarneau</p>	
46794	galarza, Isael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isael galarza</p>	A32.3A; A32.3F
40125	Galbraith, Erik	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.10G
49444	Galbraith, Jaren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jaren Galbraith	
53725	Gale, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Gale</p>	A32.3A; A32.3F
52648	Gale, Brielan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielan Gale</p>	A32.3A; A32.3F
53988	Gale, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Gale</p>	A32.3A; A32.3F
42295	Gale, Corrine	I am against the gondola being built in any canyon along the Wasatch Front. I don't want to subsidize skiers with my tax dollars. It will also impact the beauty of the canyons.	A32.29VV
48172	Galeano, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Galeano</p>	
48458	Galeano, Jorge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jorge Galeano</p>	A32.3A; A32.3F
44637	Galeano, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Galeano</p>	A32.3A; A32.3F
39812	Galehdari, Nazanin	<p>I am against the Gondola option. It destroys the beauty of the canyon and only serves the skiers and businesses/resorts. It does not benefit the non skiers who enjoy the canyon. It is a waste of taxpayers monies. The communities directly impacted by the Gondola have all expressed their opposition to the Gondola option.</p>	A32.29VV
44950	Galindez, Sariana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sariana Galindez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47414	Galindo, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Galindo</p>	A32.3A; A32.3F
53698	Galioto-Grebe, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Galioto-Grebe</p>	A32.3A; A32.3F
40528	Gallaer, Alex	<p>1. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>2. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>3. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>4. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>5. As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F; A32.10G
45860	Gallagher, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Gallagher</p>	
40779	Gallagher, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Gallagher</p>	A32.3A; A32.3F
54726	Gallagher, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Gallagher</p>	A32.3A; A32.3F
51523	Gallagher, Henry	<p>To whom it may concern,</p> <p>Dear UDOT,</p> <p>Writing to say that I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Henry Gallagher</p>	
51623	Gallagher, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Gallagher</p>	A32.3A; A32.3F
44421	galland, isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, isabelle galland</p>	A32.3A; A32.3F
45936	Gallant, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Gallant</p>	A32.3A; A32.3F
40788	gallego, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos gallego</p>	
55355	Gallegos, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Gallegos</p>	A32.3A; A32.3F
45255	Gallegos, Christa	<p>To whom it may concern,</p> <p>MY VOICE IS NEEDED TO BE HEARD. I ABSOLUTELY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christa Gallegos</p>	A32.3A; A32.3F
43337	Gallegos, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Gallegos</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44983	Gallegos, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Gallegos</p>	A32.3A; A32.3F
45386	Gallegos, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Gallegos</p>	A32.3A; A32.3F
53518	Gallegos, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Gallegos</p>	A32.3A; A32.3F
48659	Gallic, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Gallic</p>	
44197	Gallogly, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Gallogly</p>	A32.3A; A32.3F
55715	Gallup, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Gallup</p>	A32.3A; A32.3F
47266	Galvez, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Galvez</p>	A32.3A; A32.3F
56154	Galvin, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Galvin</p>	
44948	Gama, Marta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marta Gama</p>	A32.3A; A32.3F
52548	gamangasso, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi gamangasso</p>	A32.3A; A32.3F
49861	gambassi, jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jack gambassi</p>	A32.3A; A32.3F
42050	Gambhir, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ash Gambhir</p>	
44722	gambino, Pierce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Power to the people.</p> <p>Regards, Pierce gambino</p>	A32.3A; A32.3F
41320	Gangi, Douglas	<p>As an owner with a residence near LCC on Wasatch Blvd, I am against the 22 towers of the gondola project. As I understand it, a number of these towers will encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" is to infer that the area be kept natural, towers for the purpose of transportation should fall within the category of a "road facility".</p> <p>I also reviewed the UDOT FEIS, and I think it is unfair to see UDOT's measurements on pollution. Instead of using non-diesel (electric or natural gas) buses, which is the transit of the future, when comparing the gondola to bus service., UDOT utilized diesel-only/14 year old buses. By the time the gondola would be built, closer to 2050, with all the federal incentives for non-polluting transit, electric buses will be even more technologically advanced than they are now. I own a 2nd home in Phoenix AZ, and our local bus system transitioned to natural gas years ago to cut down on pollution. A modern bus should be used in the study.</p>	A32.3A; A32.3F; A32.10G
54681	Gannaway, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Gannaway</p>	A32.3A; A32.3F
51725	Gappmaier, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Gappmaier</p>	
41894	Gappmayer, Thomas	<p>Please do not build this gondola.</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.3A; A32.3F
43348	Garber, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. The gondola won't even be open in the summer and during bad weather, making it probably only useable for 25% of the year. For the rest of the 75%, it will just be a million dollar eye sore. Ugly man-made things are everywhere, and spots where it is only nature are becoming fewer and fewer.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Garber</p>	A32.3A; A32.3F
43453	Garber, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Garber</p>	A32.3A; A32.3F
46678	Garber, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Garber</p>	
44585	Garbett, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Garbett</p>	A32.3A; A32.3F
43928	Garces, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Garces</p>	A32.3A; A32.3F
43538	Garcia, Alysandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alysandra Garcia</p>	A32.3A; A32.3F
54068	Garcia, Angel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angel Garcia</p>	
45847	Garcia, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Garcia</p>	A32.3A; A32.3F
53251	Garcia, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Garcia</p>	A32.3A; A32.3F
56210	Garcia, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Garcia</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54366	Garcia, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fiona Garcia</p>	A32.3A; A32.3F
47760	Garcia, Francisco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francisco Garcia</p>	A32.3A; A32.3F
43111	Garcia, Isaura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaura Garcia</p>	A32.3A; A32.3F
43749	Garcia, Jed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jed Garcia</p>	
47897	Garcia, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Garcia</p>	A32.3A; A32.3F
52923	Garcia, Karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karina Garcia</p>	A32.3A; A32.3F
51419	Garcia, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirsten Garcia</p>	A32.3A; A32.3F
55720	Garcia, Marcelo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcelo García</p>	
54409	Garcia, Nayra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nayra Garcia</p>	A32.3A; A32.3F
43561	Garcia, Pablo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pablo Garcia</p>	A32.3A; A32.3F
54154	Garcia, Paula	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paula Garcia</p>	A32.3A; A32.3F
40680	Garcia, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Garcia</p>	
49869	Garcin, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Garcin</p>	A32.3A; A32.3F
51832	Garden, Kellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellen Garden</p>	A32.3A; A32.3F
49854	gardiner, em	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, em gardiner</p>	
40211	Gardiner, Mark	<p>In light of the unusual snowpack in 22/23 I ask what design elements or avalanche mitigation towers will protect the gondola from avalanche damage? I have seen common design possibilities in the alps where "splitters" route snow slides around towers and avalanche fences hold back unstable snow, but I have not seen mention of this concern in the case of Little Cottonwood Cyn. Might Wyssen systems used elsewhere in LCC be needed?</p>	A32.29VV
45749	Gardiner, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Gardiner</p>	A32.3A; A32.3F
44184	Gardner, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Gardner</p>	A32.3A; A32.3F
48745	Gardner, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Gardner</p>	A32.3A; A32.3F
48722	Gardner, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times and the enforcement of the traction law.</p> <p>Regards, Jacob Gardner</p>	
46475	Gardner, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Gardner</p>	A32.3A; A32.3F
44934	Gardner, Karissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karissa Gardner</p>	A32.3A; A32.3F
53286	Gardner, LeeAnn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, LeeAnn Gardner</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53517	Gardner, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Gardner</p>	A32.3A; A32.3F
49111	Gardner, Madalyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madalyn Gardner</p>	A32.3A; A32.3F
55168	Gardner, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Gardner</p>	A32.3A; A32.3F
48440	Gardner, Marron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marron Gardner</p>	
50889	Gardner, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Gardner</p>	A32.3A; A32.3F
54656	Gardner, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Gardner</p>	A32.3A; A32.3F
48676	Gardner, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Gardner</p>	A32.3A; A32.3F
53798	Gardner, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Gardner</p>	
40441	Gardner, Thomas	No Gondola!!	A32.29VV
47628	Gardner, Whit	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whit Gardner</p>	A32.3A; A32.3F
44839	Garel, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Garel</p>	A32.3A; A32.3F
45047	Garey, Marshall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marshall Garey</p>	A32.3A; A32.3F
42351	Gargano, Corey	No development in LCC!	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54152	Garibay, Analyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Analyn Garibay</p>	A32.3A; A32.3F
43838	Garland, MaryKate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I fully oppose that this gondola be built with tax payer money when it will solely benefit two privately owned ski resorts and their profits. That is misuse of tax payer money when it is not an improvement to roads, traffic, infrastructure, public health, or public recreation, but instead a detractor to all of those things.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts, canyon passes, or charging a daily use rate to drive on the canyon road (similar to millcreek canyon).</p> <p>Regards, MaryKate Garland</p>	A32.3A; A32.3F
39742	Garlo, Dolly	<p>No, No, No, No, No! (No Gondola!!)</p> <p>Notwithstanding the previous comments opposing the gondola project, and overwhelming opposition to it by Salt Lake County residents, the gondola project is projected to be built within three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine Roadless Areas).</p> <p>Road construction is typically prohibited in these areas and definitely SHOULD BE PROHIBITED in Little Cottonwood Canyon (LCC).</p> <p>The gondola project should not be allowed because the 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal that would take place within Inventoried Roadless Areas would be a blight on what is currently pristine wilderness and protected watershed.</p> <p>The Forest Plan prohibits road projects and recreation projects in these areas.</p> <p>UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon. That is wrong and should not happen!</p> <p>While roadless areas are protected under the 2001 Roadless Rule, the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units. HOWEVER:</p> <ol style="list-style-type: none"> 1) That did not include the three federally protected Roadless Areas in LCC, and 2) The limited allowance was NOT for the purposes of building a gondola! <p>The proposed gondola detracts from the roadless characteristics of these Inventoried Roadless Areas. There is already one road (Hwy 210) in LCC. There are plenty of better</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>alternatives for dealing with the winter seasonal traffic there without permanently destroying this pristine canyon with the eyesore that the gondola will be, detracting from the wild beauty of the area. The Twin Peaks, Lone Peak, and White Pine Roadless Areas MUST be protected!</p> <p>AGAIN, NO TO THE GONDOLA! STOP THIS PROJECT BEFORE IT BEGINS AND A HORRIBLE DECISION IMPACTING FUTURE GENERATIONS CANNOT BE UNDONE!</p>	
49630	Garneau, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Garneau</p>	A32.3A; A32.3F
51669	Garner, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Garner</p>	A32.3A; A32.3F
45527	Garnica, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Garnica</p>	A32.3A; A32.3F
52607	Garofalo, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Garofalo</p>	
45753	Garrett, Aliya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aliya Garrett</p>	A32.3A; A32.3F
51276	Garrett, Anjali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anjali Garrett</p>	A32.3A; A32.3F
48962	Garrett, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Garrett</p>	A32.3A; A32.3F
44273	Garrett, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Garrett</p>	
41463	Garrett, Grey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grey Garrett</p>	A32.3A; A32.3F
42564	Garrett, Josephine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josephine Garrett</p>	A32.3A; A32.3F
54434	Garrett, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Katie Garrett	
54800	Garrett, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Garrett</p>	A32.3A; A32.3F
54839	Garrett, Macey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macey Garrett</p>	A32.3A; A32.3F
47066	Garrett, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Garrett</p>	A32.3A; A32.3F
43066	Garrett, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Garrett</p>	
40508	Garrett, Parker	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
44977	Garrett, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Garrett</p>	A32.3A; A32.3F
55431	Garrick, Chandler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chandler Garrick</p>	A32.3A; A32.3F
42345	Garrido, Sidney	<p>It's wrong to use tax payers money for the benefit of private corporations. Please please, insentivise using public transportation and car pooling. Limit how many people can go into the canyon a day. We need to figure out the carrying capacity for our canyons before it impacts our watershed and the ecology of the area. Profit is not the most important this here. Humanity is at stake. I've said this so many times in so many ways. I doubt anyone reads these. And if someone does it's not the people making decisions. But if it was Id ask them to prioritize the environment over profit. Please.</p>	A32.29VV
56109	garrison, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Greg garrison	
55149	Garrity, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Garrity</p>	A32.3A; A32.3F
39693	Garrity, Ciara	<p>Please don't put the gondola in wild areas! You are putting many species of wildlife at risk with the construction. DON'T PUT ANY ROADS IN ANY OF THE WILD AREAS! THERE'S LAWS THAT SAY NOT TO PUT ANY ROAD. FOLLOW THE LAW.</p> <p>SAVE WILDLIFE, DO NOT DEVELOP OVER THEIR HABITATS. RESPECT THE ECOSYSTEM, OR FACE BOYCOTTS AND PROTESTS.</p>	A32.3A; A32.3F
53542	Garsh, Lea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lea Garsh</p>	A32.3A; A32.3F
47381	Gaskin, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Gaskin</p>	A32.3A; A32.3F
54508	Gaspar, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Gaspar</p>	
53414	Gasper, Janine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. My family has been visiting this canyon for over 25 years. It's protections is very important to me!</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janine Gasper</p>	A32.3A; A32.3F
48296	Gasperoni, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Gasperoni</p>	A32.3A; A32.3F
44247	Gasser, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Gasser</p>	
51851	Gastelo, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Gastelo</p>	A32.3A; A32.3F
51695	Gates, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Gates</p>	A32.3A; A32.3F
39766	Gates, Dan	I do not want a gondola in roadless areas	A32.29VV
45449	Gates, Maureen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maureen Gates</p>	A32.3A; A32.3F
43817	Gates, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Gates</p>	
49073	Gates, Pete	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pete Gates</p>	A32.3A; A32.3F
46177	Gatti, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Gatti</p>	A32.3A; A32.3F
41431	Gau, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Gau</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45633	Gaul, Lizz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lizz Gaul</p>	A32.3A; A32.3F
40739	Gaul, Ron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ron Gaul</p>	A32.3A; A32.3F
55177	Gautney, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Gautney</p>	A32.3A; A32.3F
52501	Gautreaux, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Gautreaux</p>	
48104	Gavalas, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Gavalas</p>	A32.3A; A32.3F
43899	Gavin, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Gavin</p>	A32.3A; A32.3F
43086	Gavin, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Gavin</p>	A32.3A; A32.3F
44673	Gavin-Keith, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Gavin-Keith</p>	
40484	Gavrilets, Greg	I am in support of the gondola option. This is method of transportation has proved effective in countless European alpine environments.	A32.29VV
49866	Gavrilina, Sofya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofya Gavrilina</p>	A32.3A; A32.3F
54637	Gavrilles, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Gavrilles</p>	A32.3A; A32.3F
46181	Gay, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Gay</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40872	Gayer, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Gayer</p>	A32.3A; A32.3F
55085	Gayeski, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Gayeski</p>	A32.3A; A32.3F
47627	Gaylord, kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kenzie Gaylord</p>	A32.3A; A32.3F
41289	Gayton, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Gayton</p>	
53839	Gazani, Carla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carla Gazani</p>	A32.3A; A32.3F
56306	Gaztambide, Danielle	<p>To whom it may concern,</p> <p>PLEASE listen to the residents of this great state when making this decision. We do not want the worlds longest gondola marring our views and the landscape of this incredible canyon. The canyon has a carrying capacity.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Gaztambide</p>	A32.29VV
48717	Gearheart, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Gearheart</p>	A32.3A; A32.3F
49531	Gearheart, Hannah	<p>To whom it may concern,</p> <p>I am asking to please not follow through with the gondola project in Little Cottonwood Canyon. I think there are many other, more cost efficient ways to help with the traffic to and from the ski resorts and other trailheads throughout the canyon. This will cost way to much money to not have it solve really any traffic problems we may be facing now!! It's also going to take away from some of the beauty in one of the most breathtaking canyons in the nation. Let's find another solution.</p> <p>Regards, Hannah Gearheart</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44961	Gearig, Meleah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meleah Gearig</p>	A32.3A; A32.3F
47846	Geckler, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Geckler</p>	A32.3A; A32.3F
44402	Geddes, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter Geddes</p>	A32.3A; A32.3F
39446	Geddes, Porter	<p>This is the third comment period, and the third time I'm leaving one of these. Clearly the citizens of Utah do not want a Gondola. We don't want our canyons destroyed. We want clean public lands that are available and treated well, something that this gondola plan will do horribly. It would be an atrocity to permanently scar the Wasatch Range with something like a hideous gondola. It would be horrible to see the cottonwoods push the gondola forwards before even attempting to create a successful bussing system. There is a reason that Colorado still doesn't have gondolas like these to skip traffic lines, they have a decent respect for the outdoors, something that Utah businesses, especially the ski businesses, needs to figure out really quickly.</p>	A32.29VV
48874	gee, Chantay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantay gee</p>	
52877	Gee, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Gee</p>	A32.3A; A32.3F
49721	Gehl, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Gehl</p>	A32.3A; A32.3F
45183	Gehl, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirsten Gehl</p>	A32.3A; A32.3F
47534	Gehrett, Ellie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Gehrett</p>	
52417	Gehrig, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Gehrig</p>	A32.3A; A32.3F
51370	Gehring, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Gehring</p>	A32.3A; A32.3F
39972	Geilman, Wayne	<p>I think it's foolish to build a tram. Investing in electric buses, which the resorts should pay for, makes more sense. Then you could fix the roads which most the taxpayers drive on.</p>	A32.29VV
55689	Geisel, Clayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Clayton Geisel</p>	
41814	Geisler, Julia	<p>Salt Lake Climbers Alliance</p> <p>[REDACTED]</p> <p>April 18, 2023</p> <p>Utah Department of Transportation (UDOT) 2825 East Cottonwood Parkway, Suite 200 Cottonwood Heights, Utah 84121</p> <p>RE: Environmental Impact Statement (FEIS) Supplemental Information Reports: Salt Lake Climbers Alliance (SLCA) Comments</p> <p>Dear UDOT LCC EIS Project Team:</p> <p>The Salt Lake Climbers Alliance (SLCA) appreciates the opportunity to comment on UDOT's FEIS Supplemental Information Reports. The SLCA maintains that there continues to be critical flaws to the FEIS in total; specifically, that the total scope of the project is too narrow and the purpose and need are not satisfied by the proposed solution. Furthermore, the proposed preferred gondola alternative cannot be exempt from the Roadless Rule.</p> <p>The SLCA has and will continue to advocate for enhanced electric bus service, with no roadway widening or large-scale infrastructure, that runs year-round and stops at trailheads, thereby serving all user groups in Little Cottonwood Canyon and satisfying mobility demands. The enhanced electric bus system will not impact any IRAs within Little Cottonwood Canyon and would still provide traffic relief during the winter months and therefore should be reconsidered as the preferred alternative.</p> <p>The SLCA makes the following comments and requests of UDOT pertaining to the Supplemental Reports on Air Quality and Roadless Areas.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. The following values or features characterize inventoried roadless areas: High quality or undisturbed soil, water, and air; Sources of public drinking water; Primitive, Semi-Primitive Non-Motorized, and Semi-Primitive Motorized classes of dispersed recreation; Natural appearing landscapes with high scenic quality.</p> <p>The gondola alternative does not maintain any of the characterized values of features listed. The gondola alternative will disturb soil, will be within a source of public drinking water, is not a form of semi-primitive motorized recreation, does not blend in with natural landscapes with high scenic quality.</p> <p>More specifically:</p> <p>The FEIS and supplemental reports fail to acknowledge that the gondola alternative does not support recreation except that occurring at privately owned ski resorts.</p> <p>Inventoried roadless areas act as buffers for designated wilderness areas. The gondola will be immediately adjacent to multiple wilderness areas. The FEIS fails to take into account this proximity and the significant impact on these areas. The impacts include visual and audio impacts.</p> <p>The FEIS and supplemental reports fail to fully analyze the impacts to the ecology, drinking water quality, and dispersed recreation opportunities within the inventoried roadless areas.</p> <p>The FEIS and supplemental reports fail to fully account for recreation restrictions/limits within the inventoried roadless areas that will occur due to the proximity of gondola infrastructure to dispersed recreation.</p> <p>Though the FEIS notes a strategy to use helicopters for gondola tower construction, in all likelihood the construction of the gondola towers will require temporary roads and timber removal resulting in impacts to water and soil quality. The FEIS and supplemental reports fail to fully analyze these impacts.</p> <p>The FEIS and supplemental reports fail to account for the impacts of the gondola tower foundations which will require timber removal. Additional timber removal will be required to maintain the regulated variance for aerial ropeways.</p> <p>The FEIS and supplemental report fail to address the need for access to gondola infrastructure within the roadless area for ongoing maintenance, inspections and rescue situations.</p>	A32.3A; A32.3H; A32.3G; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The FEIS and supplemental report claim that impacts to roadless areas will be 'incidental' but fail to fully account for impacts from the construction and from the gondola infrastructure to environmental values that the roadless area designation is supposed to protect: watershed, views, dispersed recreation, timber, vegetation, and habitat.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Uinta-Wasatch-Cache Forest Plan allows for some development in selected roadless units, the units impacted by the gondola alternative are not among those units listed.</p> <p>Though the gondola cannot be classified as a roadway, it would be built for transportation purposes, thus being a de facto highway in the sky, making it inconsistent with the 2001 Roadless Rule and the 2003 Uinta Wasatch Cache National Forest Plan.</p> <p>In regards to the FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel. The following comments are in pertinent:</p> <p>The current operational model assumes that all (65) buses will be in operation in the first year. This operational model is not reflective of the actual need which will not require all buses be in operation until year 30. The operational model should reflect the predicted yearly needs.</p> <p>The current operational model assumes that buses will be in operation only during the ski season, approximately five months of the year. As such, the 14 year operational life, which assumes continuous usage is not accurate.</p> <p>The FHWA request that the bus fleet be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet is nonsensical.</p> <p>As it has been demonstrated that diesel and electric buses can both be utilized, a range of alternatives should be presented. That is an all electric fleet being the best case in terms of emissions. Whereas as an all diesel fleet being the worst case in terms of emissions.</p> <p>Additional comments regarding modeling of emissions for all scenarios.</p> <p>During the three to four peak hour uphill and down periods a steady state arrival/departure model cannot be assumed. The arrival/departure data presented in the FEIS reflects a bimodal distribution and as such should be used for all associated modeling.</p> <p>Emission modeling should include scenarios that include normal operations as well as temporary canyon closures for avalanche control work.</p> <p>Links to SLCA's Previously Submitted Comments during the LCC EIS:</p> <p>Little Cottonwood Canyon Draft Environmental Impact Statement (DEIS) Salt Lake Climbers Alliance (SLCA) Comments</p> <p>SLCA's Comments Regarding Revised Chapter 26 to Little Cottonwood Draft Environmental Impact Statement</p> <p>Little Cottonwood Canyon Final Environmental Impact Statement (FEIS) Salt Lake Climbers Alliance (SLCA) Comments</p> <p>Sincerely,</p> <p>Julia Geisler</p> <p>Executive Director </p> <p>SLCA Policy Committee Members: Corey Coulam, Allen Sanderson, Tori Edwards, John Flynn, Kim Rhodes, Caroline Canter, Serena Yau, Mason Baker, Alma Baste, Paris Wagner, Pitt Grewe</p> <p>cc: </p>	<p>See Responses in Appendix A of the ROD</p>
42273	Geisler, Julia	<p>RE: Environmental Impact Statement (FEIS) Supplemental Information Reports: Salt Lake Climbers Alliance (SLCA) Comments</p> <p>Dear UDOT LCC EIS Project Team:</p> <p>The Salt Lake Climbers Alliance (SLCA) appreciates the opportunity to comment on UDOT's FEIS Supplemental Information Reports. Please find our comments attached that were also submitted through your online portal. Please confirm receipt.</p>	<p>A32.3A; A32.3F; A32.3I; A32.10G</p>

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The SLCA maintains that there continues to be critical flaws to the FEIS in total; specifically, that the total scope of the project is too narrow and the purpose and need are not satisfied by the proposed solution. Furthermore, the proposed preferred gondola alternative cannot be exempt from the Roadless Rule.</p> <p>The SLCA has and will continue to advocate for enhanced electric bus service, with no roadway widening or large-scale infrastructure, that runs year-round and stops at trailheads, thereby serving all user groups in Little Cottonwood Canyon and satisfying mobility demands. The enhanced electric bus system will not impact any IRAs within Little Cottonwood Canyon and would still provide traffic relief during the winter months and therefore should be reconsidered as the preferred alternative.</p> <p>The SLCA makes the following comments attached and requests of UDOT pertaining to the Supplemental Reports on Air Quality and Roadless Areas.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	
41533	Geist, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Geist</p>	A32.3A; A32.3F
40089	Gelinias, Gillian	<p>I think the Gondola will not solve any problems. The number one problem with the road is safety. Snow sheds need to be built over the road to ensure safety of the employees and public. Even with a gondola, the avalanche risk still remains a threat to anyone on the road.</p>	A32.29VV
49164	Geller, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Geller</p>	A32.3A; A32.3F
55494	Gellert, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ryan Gellert	
49333	Gellman, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Gellman</p>	A32.3A; A32.3F
52382	Gelman, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Gelman</p>	A32.3A; A32.3F
45610	Gemmell, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>P.S. Please stop making us continue to comment on a topic that is so strongly opposed by the tax payers and voters of Salt Lake County. It's exhausting.</p> <p>Regards, Sara Gemmell</p>	A32.3A; A32.3F
53412	Gennaoui, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Gennaoui</p>	
47724	Gentile, Corinne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corinne Gentile</p>	A32.3A; A32.3F
55914	Gentile, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Gentile</p>	A32.3A; A32.3F
40800	Gentillon, Lyss	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyss Gentillon</p>	A32.3A; A32.3F
41867	Gentry, Lucy	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Gentry</p>	
47570	George, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley George</p>	A32.3A; A32.3F
48173	George, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna George</p>	A32.3A; A32.3F
51495	George, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>FIGURE OUT ANOTHER WAY DUMMIES</p> <p>Regards, Cameron George</p>	
39575	George, Christopher	Please do not give undue weight to the opinions of the vocal few in opposition to the gondola. The situation is clear, wider roads and more buses are not the answer to canyon congestion. Please proceed with gondola construction, without delay.	A32.29VV
39851	George, Christopher	I believe that the numerous interlodge events this year would make it more than clear. A viable transportation option, not dependent on surface roads, is an absolute necessity. Build the gondola.	A32.29VV
54017	George, Elyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyse George</p>	A32.3A; A32.3F
49523	George, Eric	<p>To whom it may concern,</p> <p>There is only so much nature and it is going away quickly! Please do not move forward with this project! I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric George</p>	A32.3A; A32.3F
44217	George, Hailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hailee George	
42205	George, Kyle	I can't support a project that subsidizes two businesses at the expense of taxpayers and excludes LCC's other user groups.	A32.29VV
55921	George, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle George</p>	A32.3A; A32.3F
51997	George, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan George</p>	A32.3A; A32.3F
53373	George, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary George</p>	A32.3A; A32.3F
51265	Georgi, Harley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harley Georgi</p>	
49647	Geraghty, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Geraghty</p>	A32.3A; A32.3F
48905	Gerber, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Gerber</p>	A32.3A; A32.3F
43131	Gerber, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Gerber</p>	A32.3A; A32.3F
55096	Gerberich, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Gerberich</p>	
46815	Gerdes, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Gerdes</p>	A32.3A; A32.3F
43893	Gerhardt, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Gerhardt</p>	A32.3A; A32.3F
43089	Gerner, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Steven Gerner</p>	
49229	Gerrard, Adrienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrienne Gerrard</p>	A32.3A; A32.3F
44295	Gerrard, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Gerrard</p>	A32.3A; A32.3F
44257	Gerrard, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Gerrard</p>	A32.3A; A32.3F
41446	Gershman, Jules	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jules Gershman</p>	
42346	Gertig, Amy	<p>As a resident of Utah, who frequently hikes, rock climbs, and skis/snowboards at the resorts and in the backcountry in Little Cottonwood Canyon, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
46312	Gesteland, Adeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is my home. This is my backyard, the place I learned and played in as a child. To harm it is to harm my home, my family's home and a place that is dear to my heart. It doesn't matter how many people make it up the canyon so two resorts can make more money. It matters that we preserve this canyon and this ecosystem so it can continue to support the entire community instead of a select few. Time and time again we choose money and development over our earth, Salt Lake City should not make that mistake.</p> <p>Regards, Adeline Gesteland</p>	A32.3A; A32.3F
48525	Getman, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Getman</p>	A32.3A; A32.3F
47769	Getman, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please let us keep the beauty and peace of little cottonwood canyon.</p> <p>Regards, Julia Getman</p>	
55970	Gettmann, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Gettmann</p>	A32.3A; A32.3F
45667	Getty, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Getty</p>	A32.3A; A32.3F
42500	Getty, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Getty</p>	A32.3A; A32.3F
52867	Geurts, BriAnne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BriAnne Geurts</p>	
51539	Geurts, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Geurts</p>	A32.3A; A32.3F
51362	Geurts, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Geurts</p>	A32.3A; A32.3F
41037	Geyer, Erinn	<p>I am opposed to the proposed gondola option in little cottonwood canyon. I believe that the gondola will have significant negative effects on the environment of the canyon. I also believe that the gondola will take more time and money then the project currently stands. We can use the resources in a more helpful ways that better the environment and community at large. I hope that folks agree to work with community members on this and that the gondola is not built. Thank you for you time!</p>	A32.29VV
39825	Ghent, Abby	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas.</p>	A32.3A
43625	Ghiz, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Ghiz</p>	
47937	Giallorenzi, Elliot	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elliot Giallorenzi</p>	A32.3A; A32.3F
40172	Giambusso, C	I support the gondola option. It will have the least impact, can be removed and sold if it doesn't work out, significantly less emissions, potential year round tourist attraction and resolves road closures. Trailhead stop should be considered for hiking season if demand justifies.	A32.29VV
42319	Giannis, Mark	I am against the construction of a gondola up Little Cottonwood Canyon. The use of public funds for the benefit of private ski resorts is not something that should be done. Further, creating a permanent structure that lays dormant most of the year is short-sighted.	A32.29VV
52770	Giannoni, Giovanni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giovanni Giannoni</p>	A32.3A; A32.3F
41014	Giaquinta, Kyle	As a resident of Salt Lake and an avid back country skier/runner/nature enthusiast I am writing to urge you to consider alternatives to the gondola. The gondola is not only a financial burden to residents of all incomes it is only for the benefit of the ski resorts. LCC is one of the most beautiful places I have experienced, and it would be a massive loss to stare at this eye sore that only stops at the resorts. Please consider increasing buses or a toll system before making this mistake. Thank you.	A32.29VV
43714	Giardina, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mark Giardina</p>	
46986	Giarrusso, Antonio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Antonio Giarrusso</p>	A32.3A; A32.3F
53764	Gibb, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Gibb</p>	A32.3A; A32.3F
48695	Gibb, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Gibb</p>	A32.3A; A32.3F
44433	Gibb, Sheri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheri Gibb</p>	
53803	Gibb, Tirsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tirsa Gibb</p>	A32.3A; A32.3F
46139	Gibboney, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Gibboney</p>	A32.3A; A32.3F
52170	Gibbons, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Gibbons</p>	A32.3A; A32.3F
47511	Gibbs, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Gibbs</p>	
41165	Gibbs, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Gibbs</p>	A32.3A; A32.3F
42235	Gibbs, Justin	<p>Please do not ruin the wonderful views and experiences of LCC with a gondola. There are plenty of places to ski along the Wasatch Front, why does this canyon's private ski business take precedence over the will of the people? I do not approve of the LCC gondola.</p>	A32.29VV
42952	Gibbs, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Gibbs</p>	A32.3A; A32.3F
39232	Gibby, Devon	<p>It seems to me as if UDOT and whoever is getting paid for this project is trying to find every way possible to not widen the road. Seems like the environment impact would be much worse with a gondola and many roads would have to be built to install it. Just widen the road already and allow one lane to be a bike lane in the summer. Put up some avalanche sheds and be done with it. Require snowbird to increase their parking (no road parking) and require reservations like Alta does. It is so simple. Just do it.</p>	A32.29VV
54788	Gibby, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Gibby</p>	
39493	Gibby, Nate	<p>The traffic on the weekends in the canyons is an abomination. I think that the gondola is by far the best of the ideas I have seen to this point. It is the least intrusive environmentally, it will ease traffic and provide quicker access to the resorts than something like a train or expanded bus service.</p>	A32.29VV
55338	Gibson, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Gibson</p>	A32.3A; A32.3F
44021	Gibson, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Gibson</p>	A32.3A; A32.3F
54039	gibson, butterfly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, butterfly gibson</p>	A32.3A; A32.3F
45340	Gibson, Kaitlyn	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Gibson</p>	
47548	Gibson, Keslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keslie Gibson</p>	A32.3A; A32.3F
39917	Gibson, Mary	I vehemently oppose using my taxpayer money to build the gondola servine 2 private resorts accessable to mostly high income citizens. Other, cheaper alternatives need to be implemented.	A32.29VV
51091	Gibson, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Gibson</p>	A32.3A; A32.3F
47348	Gibson, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Gibson</p>	
39362	Gibson, Tim	<p>Gratuitous expense from taxpayer money for a gondola that will primarily benefit tourist, ski resorts, and wealthy Utahns is unacceptable. I understand we need a new option for transportation, but busses provide much more flexibility. Especially for those of us who may want to use other parts of the canyon in winter other than the resorts.</p>	A32.29VV
54070	Giddings, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Giddings</p>	A32.3A; A32.3F
48107	giddings, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate giddings</p>	A32.3A; A32.3F
54740	Gidney, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Gidney</p>	A32.3A; A32.3F
46397	Giebler, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Giebler</p>	
55909	Gieringer, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Gieringer</p>	A32.3A; A32.3F
55998	Gifford, Ansel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ansel Gifford</p>	A32.3A; A32.3F
54817	Gifford, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Gifford</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49940	Giforos, Vicki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vicki Giforos</p>	A32.3A; A32.3F
55080	Gift, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Gift</p>	A32.3A; A32.3F
51937	Gilbert, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Gilbert</p>	A32.3A; A32.3F
44924	Gilbert, Jaxson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jaxson Gilbert	
55774	Gilbert, Sonya	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sonya Gilbert	A32.3A; A32.3F
39748	GilbertNorton, Lynne	UDOTs Preferred Alternative would permanently alter and disturb habitat protected under Roadless Rule inherent to Little Cottonwood Canyon. Roadless areas have environmental values including watershed, and habitat for populations of threatened and endangered species. Roadless Rule protects large undisturbed landscapes that are important for biological diversity and long-term survival of at risk species. The gondola system requires the construction of towers, angle stations, Snowshed's, and the clearing of vegetation and should not be exempt from the Roadless Rule. Construction disturbance and permanent gondola structures contradict the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.	A32.3A; A32.3F
41784	Gilchrist, Abbey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abbey Gilchrist	A32.3A; A32.3F
46761	Gilchrist, Ellie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ellie Gilchrist	A32.3A; A32.3F
56019	Giles, Alex	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Giles</p>	
42690	Giles, Ali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ali Giles</p>	A32.3A; A32.3F
54665	Giles, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Giles</p>	A32.3A; A32.3F
54358	Giles, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Monica Giles	
45560	Giles, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Giles</p>	A32.3A; A32.3F
49040	Gilfert, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Gilfert</p>	A32.3A; A32.3F
47526	Gililland, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Gililland</p>	A32.3A; A32.3F
49316	Gill, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Gill</p>	
56030	Gill, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Gill</p>	A32.3A; A32.3F
50017	Gill, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Gill</p>	A32.3A; A32.3F
42583	Gillbert, J	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, J Gillbert</p>	A32.3A; A32.3F
51681	Gille, Suzanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanne Gille</p>	
46127	Gillespie, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Gillespie</p>	A32.3A; A32.3F
42119	Gillespie, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Gillespie</p>	A32.3A; A32.3F
40133	Gillespie, Lendy	<p>I am very much against the gondola for many reasons including that constructing the gondola would directly violate the Roadless Rule and negatively impact all wilderness areas.</p>	A32.3A; A32.3F
43248	Gillespie, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Gillespie</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53737	Gillet, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Gillet</p>	A32.3A; A32.3F
50805	Gillette, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Gillette</p>	A32.3A; A32.3F
43990	Gillette, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Gillette</p>	A32.3A; A32.3F
47797	gilley, peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, peyton gilley</p>	
55529	Gilliam, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Gilliam</p>	A32.3A; A32.3F
41539	Gillin, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Gillin</p>	A32.3A; A32.3F
52376	Gillings, Gage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gage Gillings</p>	A32.3A; A32.3F
53852	Gillins, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Gillins</p>	
55771	Gillis, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Gillis</p>	A32.3A; A32.3F
44881	Gillis, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Gillis</p>	A32.3A; A32.3F
50163	Gillman, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Gillman</p>	A32.3A; A32.3F
48493	Gilmore, AnnaBelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AnnaBelle Gilmore</p>	
49949	Gilmore, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Gilmore</p>	A32.3A; A32.3F
42638	Gilmore, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Gilmore</p>	A32.3A; A32.3F
52826	Gilmore, Moimoi	<p>To whom it may concern,</p> <p>I grew up going up the canyon. I love this area. A gondola will have tremendous impacts on the environment not to mention the cost and resources needed to build it. It's our duty to preserve the nature we have in these mountains.</p> <p>I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Moimoi Gilmore</p>	
41619	Gilmore, Roland	gondola option is challenging for public safety (ambulances, fire and police). having thousands of people up the canyon without the road open. we should strive from a public safety standpoint to minimize the risk. without the road open for public safety, thousands of people shouldn't be in the canyon.	A32.29VV
39915	Gilmore, Roland	i don't believe my families tax dollars should be funding for the those more fortunate to go ski private ski areas	A32.29VV
53802	Gilmore, Zerin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zerin Gilmore</p>	A32.3A; A32.3F
50941	Gim, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Gim</p>	A32.3A; A32.3F
53332	Gines, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Gines</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47187	Ginty, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Ginty</p>	A32.3A; A32.3F
47849	Ginty, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Ginty</p>	A32.3A; A32.3F
48607	Gionfriddo, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Gionfriddo</p>	A32.3A; A32.3F
55282	Giovale, Danny	<p>To whom it may concern,</p> <p>Don't degrade Little Cottonwood...PLEASE.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Giovale</p>	
47411	Girardi, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia Girardi</p>	A32.3A; A32.3F
45561	Girdina, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Girdina</p>	A32.3A; A32.3F
44513	Gisseman, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Gisseman</p>	A32.3A; A32.3F
47739	Gist, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Gist</p>	
47855	Gist, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Gist</p>	A32.3A; A32.3F
47723	Gist, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Gist</p>	A32.3A; A32.3F
51677	Gittins, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Gittins</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40152	Giuffria, Jonathon	The use of diesel buses as the standard mode of transportation in the air quality analysis is not a valid assumption. Fully electric buses have a significantly higher economic value proposition, especially when considering the lifespan of 14 years. Capital expenditure costs are higher in year 0, but with the high and variable price of diesel + high maintenance costs of ICE vehicles, electric buses' reduced operational expenditures, especially in a fleet capacity, win by a long shot. Additionally, electric buses have the advantage of no tailpipe emissions and significantly less sound emissions. To use diesel buses as the only way in which buses can be analyzed would result in a flawed analysis. The evaluation of the use of PHEV buses should be included. I do not agree with the methodology of the EIS thus far and support further analysis.	A32.29VV
52717	Gladden, Britain	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Britain Gladden	A32.3A; A32.3F
54746	Gladwell, Hannah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hannah Gladwell	A32.3A; A32.3F
43435	Glaittli, Candice	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Candice Glaittli	A32.3A; A32.3F
39897	Glander, Sarah	Please protect our beautiful canyon and honor the roadless area. Even though the gondola is not a motor vehicle it is still a means of transportation that will compromise the integrity of the land. Please let's figure out a cheaper and less invasive alternative ?	A32.29VV
45170	Glander, Sarah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Glander</p>	
44127	Glantz, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Glantz</p>	A32.3A; A32.3F
47279	Glaser, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Glaser</p>	A32.3A; A32.3F
42902	Glasscock, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emily Glasscock	
52766	Glassett, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Glassett</p>	A32.3A; A32.3F
39266	Glauser, David	Please build the gondola. People inherently push back on change and progress but we have a huge problem and only the gondola will serve as a long term solution.	A32.29VV
39793	Glauser, David	Please please please build the gondola. This winter has shown how lousy LCC is for road transportation. We need a long term solution.	A32.29VV
53063	Glauser, Kallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kallin Glauser</p>	A32.3A; A32.3F
43948	Glazer, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Glazer</p>	A32.3A; A32.3F
55236	Gleason, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Gleason</p>	
43652	Gleason, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Gleason</p>	A32.3A; A32.3F
51783	Gleason, Rachelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachelle Gleason</p>	A32.3A; A32.3F
46686	Gleave, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bennett Gleave</p>	A32.3A; A32.3F
40129	Gleave, John	I am opposed to expanding building into the roadless areas in Little Cottonwood Canyon as proposed by udot for the purpose of construction related to the gondola.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53238	Gleave, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. While it seems a charming idea in theory, in practice the gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Taxpayer funds should not be used for such a narrow benefit. Furthermore, claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Gleave</p>	A32.3A; A32.3F
56280	Gleich, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Gleich</p>	A32.3A; A32.3F
48299	Gleichmann, Meadow	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meadow Gleichmann</p>	A32.3A; A32.3F
52866	Glenn, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Glenn</p>	
46998	Glenny, Mairin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mairin Glenney</p>	A32.3A; A32.3F
45252	Glennon, Graham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Glennon</p>	A32.3A; A32.3F
46628	Glidden, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Glidden</p>	A32.3A; A32.3F
51743	Glisson, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Glisson</p>	
50629	Glock, Daria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daria Glock</p>	A32.3A; A32.3F
51975	Glock, Melina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melina Glock</p>	A32.3A; A32.3F
46227	Gloeckner, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Gloeckner</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46184	Glomski, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>The spirit of the laws protecting roadless areas is to keep nature there from being disturbed. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Glomski</p>	A32.3A; A32.3F
39267	Gludemans, Derek	<p>I of course, like most sane people not solely concerned with profit-mongering at the expense of the well-being of the public and the preservation of natural resources for posterity, am strongly and completely against the gondola project proposed for LCC. It is incredibly costly, less effective than a much more affordable enhanced bussing system, and damaging to the local ecosystem. Stop thinking with your wallet and start thinking with your brain. Although, to be fair, wouldn't be Utah if you did that. Ok that's all, please don't destroy our planet and all the little bits of it that are remarkable</p>	A32.29VV
52187	Glover, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Glover</p>	A32.3A; A32.3F
43308	Gloyeske, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Gloyeske</p>	A32.3A; A32.3F
45298	Glynn, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Glynn</p>	
43216	Gmitro, Forrest	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Forrest Gmitro</p>	A32.3A; A32.3F
49328	Gmitro, Sarieh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarieh Gmitro</p>	A32.3A; A32.3F
47752	Gnat, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Gnat</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47103	Gnatovic, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Gnatovic</p>	A32.3A; A32.3F
47090	Gnoyski, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Gnoyski</p>	A32.3A; A32.3F
43458	Goddard, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Goddard</p>	A32.3A; A32.3F
42872	Goddard, Whiteley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whiteley Goddard</p>	
42899	Godfrey, Deanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deanna Godfrey</p>	A32.3A; A32.3F
44823	Godfrey, Grayson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grayson Godfrey</p>	A32.3A; A32.3F
41068	Godfrey-Fogg, Harry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harry Godfrey-Fogg</p>	A32.3A; A32.3F
43358	Godieto, Xavier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xavier Godieto</p>	
42080	Godinez, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Godinez</p>	A32.3A; A32.3F
50120	Godowski, Malcom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malcom Godowski</p>	A32.3A; A32.3F
55357	Godoy, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Godoy</p>	A32.3A; A32.3F
45469	GOEL, DIVYAM	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, DIVYAM GOEL</p>	
42048	Goetz, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Goetz</p>	A32.3A; A32.3F
51525	Goetz, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Goetz</p>	A32.3A; A32.3F
55084	Gold, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jenny Gold	
48055	Gold, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Gold</p>	A32.3A; A32.3F
50754	Gold, Maks	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maks Gold</p>	A32.3A; A32.3F
41114	Goldberg, Jared	I vote for the Enhanced Bus plan. It is the most logical decision. The tolling will help with traffic and if the bus is easy to take most people will ride it to save money.	A32.29VV
55301	Goldberger, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Goldberger</p>	A32.3A; A32.3F
39268	Golde, Ann	As an artist, I would be sad not to be able to stop at various locations on the way up the canyon to paint!	A32.29VV
43247	Golden, Keene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keene Golden</p>	
46734	Golden, Mack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mack Golden</p>	A32.3A; A32.3F
45804	Golder, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Golder</p>	A32.3A; A32.3F
52608	Goldhardt, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Goldhardt</p>	A32.3A; A32.3F
45672	Goldrup, Raquel	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raquel Goldrup</p>	
40846	Golen, Shana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shana Golen</p>	A32.3A; A32.3F
49414	Golesis, Nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolas Golesis</p>	A32.3A; A32.3F
41462	Golin, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mia Golin</p>	
40645	Goloshchapova, Alyona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyona Goloshchapova</p>	A32.3A; A32.3F
55142	Golovanev, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Golovanev</p>	A32.3A; A32.3F
42843	Gomes, Madalena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madalena Gomes</p>	A32.3A; A32.3F
50233	Gomez, Angelica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelica Gomez</p>	
43500	Gomez, Evelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evelyn Gomez</p>	A32.3A; A32.3F
50591	Gomez, Jorge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jorge Gomez</p>	A32.3A; A32.3F
52539	Gomez, Karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karina Gomez</p>	A32.3A; A32.3F
49407	Gomez, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Gómez</p>	
52583	Gomez, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linda Gomez</p>	A32.3A; A32.3F
48920	Gomez, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Gomez</p>	A32.3A; A32.3F
39349	Gomez, Steve	<p>I moved to Cottonwood Heights 29 years ago to be closer to ski resorts, less traffic, and safer living area at an affordable price. The various EIS proposals need to be most focused on not changing the landscape of the mountains i/we've lived with all our lives. Gondola's are not the answer short of long-term. Unless you profit from this change, it's not worth it for those of us that pay taxes and are not financially benefiting from the expense associated with Gondola's. Buses, electric buses should be the only option(s) to consider to address a commuting problem that peaks during and only within a specific time frame in winter. While I understand the need for safety, and to help out-of-state visitors needs during this time, I find it ridiculous to consider Gondola's and the expensive associated with any of the Gondola options. Changing our landscape, the image of Utah Mountain range to add Gondola poles, wires, etc is a mistake that can never be undone. If the lines for commuting to skiing are to long, my suggestion is that locals, and out-of-towners look for other options in Utah, and elsewhere that may better suit thier needs.</p>	A32.29VV
52713	Gomez, Xiomara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xiomara Gomez</p>	
52873	Gomez-Rios, Frida	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frida Gomez-Rios</p>	A32.3A; A32.3F
41856	Gonzales, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Gonzales</p>	A32.3A; A32.3F
54410	Gonzales, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Gonzales</p>	A32.3A; A32.3F
51599	Gonzalez, Coco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coco González</p>	
52092	gonzalez, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diana gonzalez</p>	A32.3A; A32.3F
55108	Gonzalez, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Gonzalez</p>	A32.3A; A32.3F
51996	Gonzalez, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Gonzalez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52921	Gonzalez, Jamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamin Gonzalez</p>	A32.3A; A32.3F
53325	Gonzalez, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Gonzalez</p>	A32.3A; A32.3F
53531	Gonzalez, Melonie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melonie Gonzalez</p>	A32.3A; A32.3F
47593	Gonzalez, Quinton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinton Gonzalez</p>	
51610	Gonzalez, Sarai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarai Gonzalez</p>	A32.3A; A32.3F
46384	Gonzalez, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Gonzalez</p>	A32.3A; A32.3F
41342	Gooch, Hunter	rail infrastructure would make quality of life so much better. A train would be better for the environment and safer than the dangerous winter driving through Little Cottonwood Canyon.	A32.29VV
39676	Gooch, Judith	Please do not build a gondola. There are better solutions that will not damage the environment.	A32.29VV
41716	Good, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Good</p>	A32.3A; A32.3F
45185	Good, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Good</p>	
43738	Good, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Good</p>	A32.3A; A32.3F
55389	Goodfellow, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Goodfellow</p>	A32.3A; A32.3F
48832	Goodfriend, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Goodfriend</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40259	Gooding, Judith	As an Alta and Snowbird skier and passholder I am opposed to the gondola. I will only serve these two areas and not any of the trail heads, climbing areas or back country access points. Residents who have never gone up the canyon, who have never skied will have to pay for it in their taxes. It will just move the congestion point to the parking garage. Local politicians are a financial force that would benefit greatly from the Gondola. For it to be built wilderness land would have to be reclassified for the development. It would disrupt wildlife and it would be an eyesore.	A32.29VV
51371	Goodman, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Goodman</p>	A32.3A; A32.3F
43163	Goodman, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Goodman</p>	A32.3A; A32.3F
50027	goodman, marrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, marrina goodman</p>	A32.3A; A32.3F
39491	Goodman, Trevor	A gondola is NOT the solution. This will destroy LCC. Locals do not want the gondola. Use Europe as an example. Avalanche sheds, tunnels, public transportation. Public transit NOT in the form of a eye-sore gondola that destroys the environment. A gondola is an expensive project of tax payers \$. More than 90% of local taxpayers DO NOT want a gondola.	A32.29VV
40299	Goodman, Trevor	<p>I oppose the gondola because it won't solve traffic congestion. It instead threatens our critical watershed and limits canyon access for non-resort users.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43569	Goodman, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Goodman</p>	A32.3A; A32.3F
42677	Goodrich, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Goodrich</p>	A32.3A; A32.3F
40263	Goodsmith, Ira	Why are you still pushing this terrible idea. It's a waste of taxpayers money and won't solve any of the problems. It will however create many more. GIVE IT UP!	A32.29VV
45145	Goodwin, Clio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clio Goodwin</p>	A32.3A; A32.3F
53529	Goodwin, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Goodwin</p>	
44119	goodwin, kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kate goodwin</p>	A32.3A; A32.3F
44653	Goodwin, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Goodwin</p>	A32.3A; A32.3F
40640	Goold, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Goold</p>	A32.3A; A32.3F
39529	Goott, Elizabeth	NO GONDOLA LCC is one of most majestic canyon on this Planet .please don't ruin .	A32.29VV
56105	Gopffarth, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Gopffarth</p>	
41745	Goralski, Hana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hana Goralski</p>	A32.3A; A32.3F
47983	Gord, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle Gord</p>	A32.3A; A32.3F
49661	Gordillo, Dionne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dionne Gordillo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44300	Gordon, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Gordon</p>	A32.3A; A32.3F
51309	Gordon, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Gordon</p>	A32.3A; A32.3F
43320	Gordon, Colton	<p>To whom it may concern,</p> <p>The Little Cottonwood Canyon Gondola project is a horrible idea and I urge you to consider more efficient low cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Gordon</p>	A32.3A; A32.3F
47550	Gordon, Freya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Freya Gordon</p>	
54770	Gordon, Indy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Indy Gordon</p>	A32.3A; A32.3F
43178	Gordon, Jayme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayme Gordon</p>	A32.3A; A32.3F
53095	Gordon, Krystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krystal Gordon</p>	A32.3A; A32.3F
53707	Gordon, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Gordon</p>	
44954	Gordon, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Gordon</p>	A32.3A; A32.3F
43985	Gordon, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Gordon</p>	A32.3A; A32.3F
40342	Gordon, Oakley	<p>Please do not approve the gondola for the canyon. 1) It is a huge public expense for the benefit of private companies; 2) It impacts roadless areas and should not be granted an exception; 3) the bus alternative assumes diesel buses which is not a reasonable assumption. Thank you.</p>	A32.29VV
45025	Gordon, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Richard Gordon	
54431	gordon, Rubi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rubi gordon</p>	A32.3A; A32.3F
45083	Gordon, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Gordon</p>	A32.3A; A32.3F
49391	Gordon, Tayslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayslie Gordon</p>	A32.3A; A32.3F
41892	Goreham, Dennis	<p>Little Cottonwood Canyon EIS</p> <p>c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p>Re: Final EIS (FEIS) Roadless Area Conservation Rule exception comment</p> <p>Dear UDOT LCC EIS team,</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Thank you for one more opportunity to address the transportation issues facing Little Cottonwood Canyon and the Salt Lake Valley. The Wasatch Mountain Club, with over 1200 members currently, has been recreating in LCC for over a century. We have a special interest in the canyons of the Wasatch and preserving their beauty and recreation opportunities for future generations.</p> <p>Throughout this project, the WMC has advocated for a more robust scope for this EIS analysis and specifically more analysis of the visual impacts of the proposed alternatives. For the reasons outlined below, we feel the gondola alternative cannot be exempt from the Roadless Area Conservation Rule.</p> <p>UDOT needs to do a much better job addressing various components of the 2001 Roadless Rule. The WMC agrees with the various parts of the Roadless Rule highlighted below.</p> <p>Adoption and implementation of this rule ensures that inventoried roadless areas will be managed in a manner that sustains their values now and for future generations. Care must be taken to preserve inventoried roadless areas and their ecological characteristics and social values which could be incrementally reduced through road construction and other development</p> <p>We cannot allow intrusions into inventoried roadless areas like those contained in UDOT FEIS because of the reasons below. And also, because these reductions could accumulate into a substantial loss of quality and quantity of roadless area values and characteristics over time.</p> <p>The Roadless Rule defines resources and features that characterize inventoried roadless areas, including “Natural appearing landscapes with high scenic quality. High quality scenery, especially scenery with natural-appearing landscapes, is a primary reason that people choose to recreate. In addition, quality scenery contributes directly to real estate values in nearby communities and residential areas.”</p> <p>Inventoried roadless areas comprise only 2% of the land base in the continental United States. They are, however, disproportionately important to the small percentage of the land base they occupy. Inventoried roadless areas provide clean drinking water and function as biological strongholds for populations of threatened and endangered species. They provide large, relatively undisturbed landscapes that are important to biological diversity and the long-term survival of many at risk species. Inventoried roadless areas provide opportunities for dispersed outdoor recreation, opportunities that diminish as open space and natural settings are developed elsewhere.</p> <p>The Roadless Rule discusses “Prohibition on road construction and road reconstruction in inventoried roadless areas” and lists exceptions to this prohibition. None of these exceptions would allow the construction of roads for the gondola or other development within the inventoried roadless areas in LCC.</p> <p>The Forest Service, not UDOT, has the authority and responsibility to make decisions regarding protection and management of inventoried roadless areas pursuant to this prohibition. Forest Service officials have the responsibility to consider the “whole picture”. Based on specifics contained in the Roadless Area Conservation Rule, they should reject a gondola exception.</p> <p>Throughout this project, and now in this Supplemental Report in particular, UDOT has totally misrepresented the level of effect of the gondolas and towers. In this Report, they state there would only be a “moderate” level of visual impact from project elements, such as the gondola tower and tower pad to the Inventoried Roadless Areas. They admit “the gondola alternative would introduce form, line, color, texture, or scale not common in the landscape and would be visually prominent in the landscape”. They go on to say that “Some visitors could, however, experience a negative visual impact due to the presence of the gondola infrastructure”.</p> <p>We have been telling UDOT that the visual impact from the gondola alternative would be much more significant than moderate! The WMC believes it is important to maintain the visual quality of the viewshed contained in Little Cottonwood Canyon. Throughout this EIS process the WMC has addressed the need for, and the deficiencies in UDOT’s attempt to do visual quality analysis. We have continuously asked UDOT to conduct GIS line-of-sight analysis on the gondola components and all of Little Cottonwood Canyon. They refuse to do so.</p> <p>Previously, in UDOT’s words, visitor’s views along the highway “would be dominated by gondola infrastructure, and the visitor experience would be degraded”. The impact to the landscape would be, by UDOT’S own definition, high. High meaning the “landscape would be severely altered, and project elements would dominate the visual setting” changing the aesthetics and character of LCC forever.</p> <p>The proposed gondola will have a tremendous negative visual impact on Inventoried Roadless Areas. UDOT ignores the deleterious impact of gondolas to visual quality and loss of solitude in these areas. It is nonsense to believe that towers, cables and gondola cars running above or adjacent to these areas would have minimal impact?</p> <p>The WMC supports using buses in both the near-term and as a long-term solution. Buses could provide transportation to Little Cottonwood Canyon users all year around. In an increasingly developed landscape, large unfragmented tracts of land with minimal disturbance become more important. Because of the impacts identified above, the gondola alternative should not be selected and an exception to the Roadless Area Rule should not be granted.</p> <p>Thank you, Dennis Goreham</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Conservation Director Wasatch Mountain Club [REDACTED]</p> <p>cc: [REDACTED]</p>	
56227	Goreham, Dennis	<i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i>	A32.3F; A32.3H; A32.3I
53387	Gorgone, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Gorgone</p>	A32.3A; A32.3F
47672	Gorin, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Gorin</p>	A32.3A; A32.3F
50212	gorman, chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, chloe gorman</p>	A32.3A; A32.3F
50147	Gorman, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Gorman</p>	
44417	Gorman, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Gorman</p>	A32.3A; A32.3F
47370	Gorney, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Gorney</p>	A32.3A; A32.3F
42276	Gorrell, Lauren	<p>This is not a solution that benefits the community as a whole. Please do not destroy our beautiful canyon. This is also horrible use of taxpayer funds.</p>	A32.29VV
52251	Gorski, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kirsten Gorski	
54456	Gosar, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Gosar</p>	A32.3A; A32.3F
47512	Goshgarian, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Goshgarian</p>	A32.3A; A32.3F
49991	Gottfredson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Gottfredson</p>	A32.3A; A32.3F
53125	Gottschalk, Gretchen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretchen Gottschalk</p>	
40157	Gottschalk, Navar	<p>I think it's a small price to pay in order to have safe reliable transportation up and down the canyon. I'm so excited to see how this project will develop with the gondola. This will be a wonderful thing to have that will be enjoyed by many generations to come.</p>	A32.29VV
47502	Gotwals, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Gotwals</p>	A32.3A; A32.3F
56193	Goucher, Baylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylie Goucher</p>	A32.3A; A32.3F
49339	Gough, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Gough</p>	A32.3A; A32.3F
46142	Gould, Dylan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Gould</p>	
44609	Gould, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Gould</p>	A32.3A; A32.3F
51838	Gould, Taun	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taun Gould</p>	A32.3A; A32.3F
40352	Goupil, Kyle	<p>A gondola is a terrible idea that only serves one user group. Please implement a less impactful solution. The recommendations of the local non-profits such as Save Our Canyons are a much better idea.</p>	A32.29VV
44657	Gourde, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Gourde</p>	
54373	Gove, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Gove</p>	A32.3A; A32.3F
44113	Gowda, Sheetal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheetal Gowda</p>	A32.3A; A32.3F
43524	Gower, Andre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andre Gower</p>	A32.3A; A32.3F
52937	Gowrrs, Anya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anya Gowrrs</p>	
45693	Gozum, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Gozum</p>	A32.3A; A32.3F
41585	Grace Arndt, Mary	<p>I am absolutely against the construction of this gondola and the use of taxpayer dollars to do so. Taxpayer money belongs where it benefits the masses, not ski resorts. This is exploitation of the heart of the canyon. While the traffic is a problem, using taxpayer dollars is not the solution. Disrupting the natural order of the canyon is not the solution. The inevitable spending needed to maintain the gondola through events like another historic avalanche cycle like the one we've just seen is not worth the time, energy and money that this project will require. Absolutely no gondola.</p>	A32.29VV
40642	Grace, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Grace</p>	A32.3A; A32.3F
49998	grace, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, sophia grace</p>	
43350	Grady, Gail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gail Grady</p>	A32.3A; A32.3F
46657	Graf, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Graf</p>	A32.3A; A32.3F
53661	Graf, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Graf</p>	A32.3A; A32.3F
45883	graff, carol	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carol graff</p>	
49087	Graff, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Graff</p>	A32.3A; A32.3F
51981	Graff, Makenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenna Graff</p>	A32.3A; A32.3F
40048	Graff, Oscar	<p>Don't put up a ██████ gondola in the canyon. You opened this plan to comment from the public and it's evident that the people do not want it. Therefore, listen to the people and not private interest.</p>	A32.29VV
45915	Graff, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Graff</p>	A32.3A; A32.3F
45737	Graff, Taylor	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Graff</p>	
50003	Graff, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Graff</p>	A32.3A; A32.3F
46631	Graff, Wilhelmina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wilhelmina Graff</p>	A32.3A; A32.3F
49248	Grage, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Yeah we all know this gondola is completely outrageous and will forever destroy the beautiful scenic views of the canyons. I lived there for a year and spent every day in lcc and there is no need for this. Go to the bus system like Zion and create huge parking garages and shuttles to and from. Don't need this intrusive infrastructure</p> <p>Regards, Noah Grage</p>	
53740	Graham, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Graham</p>	A32.3A; A32.3F
48672	Graham, Britt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britt Graham</p>	A32.3A; A32.3F
53598	Graham, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Graham</p>	A32.3A; A32.3F
53845	Graham, Galen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Galen Graham</p>	
54840	Graham, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Graham</p>	A32.3A; A32.3F
44121	Graham, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Graham</p>	A32.3A; A32.3F
48279	Graham, Paris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Paris Graham	
52596	Graham, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Graham</p>	A32.3A; A32.3F
52079	Graham, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Graham</p>	A32.3A; A32.3F
47826	Graham, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Graham</p>	A32.3A; A32.3F
54365	graham, ryder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ryder graham</p>	
48782	Graham, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Graham</p>	A32.3A; A32.3F
40582	Grainger, David	<p>As a Utah voter, taxpayer and outdoor enthusiast/canyons user for over 40 years, I do not want gondola towers in protected roadless areas, opposing everything the 2001 Roadless Rule seeks to achieve. The proposed gondola directly violates the Roadless Rule and diminishes the very attributes that the Little Cottonwood Canyon area provides: clean water, diverse wildlife, migration corridors, breathtaking views, and endless recreation opportunities. This is not a commercial corridor solely for the ski resort exploitation (and that also benefit directly from adjacent Roadless Areas). This area must be strategically protected and carefully buffered against the local population of 1.5 million Wasatch citizens.</p> <p>UDOT claims to alter its analysis to consider the possibility of using higher emissions fuels like diesel (an archaic choice). Therefore, use of new and emerging electric buses with exclusive bus lanes and bus transit privileges in the canyon transit corridor should also be considered. UDOT should expand its analysis to account for sustainable fuel options that exist currently, and more accurately represent our nation's and most state's shifts toward cleaner energy and sustainability.</p> <p>Inventoried roadless areas (IRAs) such as those in Little Cottonwood possess unique social and ecological values, with features increasingly scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for individual self-renewal are qualities of Roadless Areas of personal high value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations as well as required habitat for many migrational species found in the Wasatch Front. The proposed gondola system places towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three current roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas, transgressing the intent and purpose of the 2001 Roadless Rule.</p> <p>Building gondola towers and associated destruction in Roadless Areas will greatly impact over 1,200 different plants and animals. Where in the UDOT planning is the on-going permanent and pre-eminent assurance to protect the flora and fauna and diverse animal habitats? The "Purpose and Need" of UDOT's preferred alternative of the gondola does not provision shared habitat by building into Roadless Areas. This violates the spirit of everything that Little Cottonwood represents except the blatant commercial profiteering driving the gondola proposal.</p> <p>As a Utah citizen, avid user, taxpayer and voter, I cannot support a proposal that compromises "Roadless Areas". I feel violated in allowing my taxes to support a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule and the willful ruination of this valuable, unique wilderness resource without fully exploring more sustainable alternatives.</p> <p>Dave Grainger Salt Lake City, UT</p>	A32.3A; A32.3F; A32.10G
40182	Grainger, David	<p>As a Utah voter, taxpayer and outdoor enthusiast/canyons user for over 40 years, I do not want gondola towers in protected roadless areas, opposing everything the 2001 Roadless Rule seeks to achieve. The proposed gondola directly violates the Roadless Rule and diminishes the very attributes that the Little Cottonwood Canyon area provides: clean water, diverse wildlife, migration corridors, breathtaking views, and endless recreation opportunities. This is not a commercial corridor solely for the ski resort exploitation (and that also benefit directly from adjacent Roadless Areas). This area must be strategically protected and carefully buffered against the local population of 1.5 million Wasatch citizens.</p> <p>UDOT claims to alter its analysis to consider the possibility of using higher emissions fuels like diesel (an archaic choice). Therefore, use of new and emerging electric buses with exclusive bus lanes and bus transit privileges in the canyon transit corridor should also be considered. UDOT should expand its analysis to account for sustainable fuel options that exist currently, and more accurately represent our nation's and most state's shifts toward cleaner energy and sustainability.</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Inventoried roadless areas (IRAs) such as those in Little Cottonwood possess unique social and ecological values, with features increasingly scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for individual self-renewal are qualities of Roadless Areas of personal high value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations as well as required habitat for many migrational species found in the Wasatch Front. The proposed gondola system places towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three current roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas, transgressing the intent and purpose of the 2001 Roadless Rule.</p> <p>Building gondola towers and associated destruction in Roadless Areas will greatly impact over 1,200 different plants and animals. Where in the UDOT planning is the on-going permanent and pre-eminent assurance to protect the flora and fauna and diverse animal habitats? The "Purpose and Need" of UDOT's preferred alternative of the gondola does not provision shared habitat by building into Roadless Areas. This violates the spirit of everything that Little Cottonwood represents except the blatant commercial profiteering driving the gondola proposal.</p> <p>As a Utah citizen, avid user, taxpayer and voter, I cannot support a proposal that compromises "Roadless Areas". I feel violated in allowing my taxes to support a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule and the willful ruination of this valuable, unique wilderness resource without fully exploring more sustainable alternatives.</p>	
40204	Grainger, Holly	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p> <p>In addition to the above, the gondola would only serve the two ski areas. Other popular stops are not considered. Why is this the burden of all tax payers?</p> <p>The vast majority of the public do not want a gondola in Little Cottonwood. The bus solutions are far superior and need better support. A shortage of bus drivers and funding is where attention should be focused.</p>	A32.29VV
47401	Gramstad, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Gramstad</p>	A32.3A; A32.3F
41712	Granado, Joe	<p>Yes, my name's Joe Granado the third. I have a suggestion for the problem we have in Little Cottonwood Canyon. My phone number is [REDACTED]. Love to hear back.</p>	A32.29VV
47387	granata, maria	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maria granata</p>	
52963	Grandinetti, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Grandinetti</p>	A32.3A; A32.3F
50621	Grandy, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Grandy</p>	A32.3A; A32.3F
52332	Grange, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hunter Grange	
42809	Granley, Greyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greyson Granley</p>	A32.3A; A32.3F
44041	Grant, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Grant</p>	A32.3A; A32.3F
41133	Grant, Leslie	I believe that UDOT narrow interpretation of the gondola pad not violating the wilderness roadless rules violates the spirit if not the letter of the law. This interpretation opens the door to the possibility that roads or similar access system will need to built in these areas to ease maintenance of the pads and towers. UDOT needs to reassess their approach to interpretation of the roadless rules and reject the gondola project.	A32.3A; A32.3H
50186	Grant, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Grant</p>	A32.3A; A32.3F
48239	grant, Moni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Moni grant</p>	
48341	Grant, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Grant</p>	A32.3A; A32.3F
54466	Grapentine, Regina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Regina Grapentine</p>	A32.3A; A32.3F
50832	Grass, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Grass</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45279	Grauer, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Grauer</p>	A32.3A; A32.3F
54129	Graul, Amielee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amielee Graul</p>	A32.3A; A32.3F
44225	Graves, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Graves</p>	A32.3A; A32.3F
46851	Graves, Kenedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenedy Graves</p>	
54970	Graves, Mandy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandy Graves</p>	A32.3A; A32.3F
48618	Graves, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Graves</p>	A32.3A; A32.3F
48009	Graves, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Graves</p>	A32.3A; A32.3F
54455	Gravley, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Gravley</p>	
54310	Gravunder, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Gravunder</p>	A32.3A; A32.3F
46076	Gray, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Gray</p>	A32.3A; A32.3F
46220	Gray, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Gray</p>	A32.3A; A32.3F
51227	Gray, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Gray</p>	
43556	Gray, DJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, DJ Gray</p>	A32.3A; A32.3F
42588	Gray, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Gray</p>	A32.3A; A32.3F
42695	Gray, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Hannah Gray</p>	
54484	gray, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden gray</p>	A32.3A; A32.3F
48520	Gray, Kael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kael Gray</p>	A32.3A; A32.3F
53588	Gray, Kortnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kortnee Gray</p>	A32.3A; A32.3F
45106	Gray, Lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Gray</p>	
53604	Gray, Leesa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leesa Gray</p>	A32.3A; A32.3F
49280	Gray, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Gray</p>	A32.3A; A32.3F
54805	Gray, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Gray</p>	A32.3A; A32.3F
48432	Gray, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Gray</p>	
46494	Gray, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Gray</p>	A32.3A; A32.3F
40852	Grayeske, Phil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phil Grayeske</p>	A32.3A; A32.3F
44770	Graziano, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Graziano</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44114	Graziano, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Graziano</p>	A32.3A; A32.3F
46949	Grazulis, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Grazulis</p>	A32.3A; A32.3F
44261	Greaney, Bernadette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bernadette Greaney</p>	A32.3A; A32.3F
50062	Greaney, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Greaney</p>	
45781	Greaves, Easton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Easton Greaves</p>	A32.3A; A32.3F
45290	Greco, Marcelo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcelo Greco</p>	A32.3A; A32.3F
54262	Greco, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Greco</p>	A32.3A; A32.3F
42878	greemann, alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alex greemann</p>	
40605	Green, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Green</p>	A32.3A; A32.3F
50521	Green, Becky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becky Green</p>	A32.3A; A32.3F
53480	Green, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Green</p>	A32.3A; A32.3F
49038	Green, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Green</p>	
53541	Green, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Green</p>	A32.3A; A32.3F
48209	Green, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Green</p>	A32.3A; A32.3F
53618	Green, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Eric Green</p>	
41449	Green, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Green</p>	A32.3A; A32.3F
42777	Green, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Green</p>	A32.3A; A32.3F
54887	Green, Gregory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gregory Green</p>	A32.3A; A32.3F
53879	Green, Hailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailee Green</p>	
55475	Green, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Green</p>	A32.3A; A32.3F
39504	Green, Jess	<p>I have long respected UDOT as an agency that does the best for Utah residents and communities; however the agency's continuous hard push on a gondola alternative that serves only a small portion of LCC users, prioritizing private businesses over the many residents and governments of cities in and around LCC, is shining a very negative light on UDOT's otherwise good name. I can say it no better than James Becker's recent opinion article.</p> <p>https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.deseret.com/opinion/2023/3/18/23641791/opinion-gondola-would-destroy-little-cottonwood-canyon&ved=2ahUKEwi6jLzPyyX9AhXuLEQIHcrYDRQQFnoECBQQAQ&usq=AOvVaw0j018uAYxxZbBE8PkszdOv</p> <p>Please read and seriously consider it's insights, as it speaks an overwhelming number of local residents who are currently impacted by LCC traffic and anticipate being quite negatively impacted by the proposed gondola alternatives. And please do not move forward with a gondola alternative in LCC.</p>	A32.29VV
45758	Green, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Green</p>	A32.3A; A32.3F
39998	Green, Joe	Public opinion is in strong opposition. We do not want to pay for a gondola when it's not going to fix the issue and I would like to see those funds go to preserving the great salt lake or use the funds for green initiatives	A32.29VV
53622	green, julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, julia green</p>	
49670	Green, Karisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karisa Green</p>	A32.3A; A32.3F
47253	green, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren green</p>	A32.3A; A32.3F
55394	Green, Maryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maryn Green</p>	A32.3A; A32.3F
50388	Green, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Green</p>	
48813	Green, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Green</p>	A32.3A; A32.3F
46199	Green, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Green</p>	A32.3A; A32.3F
55622	Green, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Richard Green</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50409	Green, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Green</p>	A32.3A; A32.3F
52812	Green, Vic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vic Green</p>	A32.3A; A32.3F
39473	Greenan, James	<p>There is already access to the canyons the last thing that needs to happen is to spend more taxpayer dollars on a project to provide a gondola for a recreational activity. I vote NO!!!</p>	A32.29VV
40685	Greenawalt, Tina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tina Greenawalt</p>	A32.3A; A32.3F
48227	Greenbaum, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlotte Greenbaum</p>	
47699	Greenbaum, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Greenbaum</p>	A32.3A; A32.3F
47012	Greenbaum, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Greenbaum</p>	A32.3A; A32.3F
53367	Greenberg, Annabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabel Greenberg</p>	A32.3A; A32.3F
48909	Greenberg, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Greenberg</p>	
53170	Greenberg, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Greenberg</p>	A32.3A; A32.3F
48575	Greene, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Greene</p>	A32.3A; A32.3F
50279	Greene, Hanah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanah Greene</p>	A32.3A; A32.3F
50187	Greene, Jack	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Greene</p>	
41091	Greene, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Greene</p>	A32.3A; A32.3F
45256	Greeneisen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Greeneisen</p>	A32.3A; A32.3F
54875	Greenhalgh, Annabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Annabelle Greenhalgh	
42772	Greenhalgh, Bryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryn Greenhalgh</p>	A32.3A; A32.3F
43165	Greenhalgh, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Greenhalgh</p>	A32.3A; A32.3F
45024	greenhalgh, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie greenhalgh</p>	A32.3A; A32.3F
53303	Greening, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Greening</p>	
52112	Greening, Kaleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleb Greening</p>	A32.3A; A32.3F
56110	Greenlaw, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. The many years of construction alone would create roads, despite temporary, that would permanently damage these watersheds that provide drinking water to much of the Salt Lake valley.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Greenlaw</p>	A32.3A; A32.3F
53385	Greenman, Skyler	<p>To whom it may concern,</p> <p>I oppose the gondola. We should implement lower cost options that have less impact to the aesthetic of the canyon before we commit to the gondola. A gondola will greatly reduce the natural appearance of the canyon.</p> <p>Regards, Skyler Greenman</p>	A32.29VV
53676	Greenwood, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Greenwood</p>	
45128	Gregg, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Gregg</p>	A32.3A; A32.3F
49573	Gregoire, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Gregoire</p>	A32.3A; A32.3F
43467	gregoric, zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zoe gregoric</p>	A32.3A; A32.3F
52243	gregory, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times and enforcement of the traction law.</p> <p>Regards, Carter gregory</p>	
49258	Gregory, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Gregory</p>	A32.3A; A32.3F
42060	Gregson, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Gregson</p>	A32.3A; A32.3F
39666	GREIS, Missy	Please consider hydrogen powered buses and a free system.	A32.29VV
44901	Gremillion, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Gremillion</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47474	Greminger, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Greminger</p>	A32.3A; A32.3F
40120	Grenke, James	<p>The Gondola proposal directly conflicts with the 2001 Roadless Area Conservation Rule of three protected zones: White Pine, Twin Peaks, and Lone Peak. I do not support the construction of the gondola and propose tolls based on number of people in the vehicle and a more robust bussing system.</p>	A32.29VV
55913	Grenlie, Eve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eve Grenlie</p>	A32.3A; A32.3F
41904	Grenlie, Molly	<p>The project has failed to address the roadless rule. Construction will have a huge impact upon the canyon and does not comply with the roadless rule.</p>	A32.3G
55912	Grenlie, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Grenlie</p>	A32.3A; A32.3F
55638	Grenzebach, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Grenzebach</p>	
43391	Grese, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Grese</p>	A32.3A; A32.3F
46838	Gresham, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Gresham</p>	A32.3A; A32.3F
44617	Greshik, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Greshik</p>	A32.3A; A32.3F
49201	Grev, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Grev</p>	
49515	Grev, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Grev</p>	A32.3A; A32.3F
48683	Grev, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Grev</p>	A32.3A; A32.3F
44013	Grider, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Becca Grider</p>	
52322	Grieb, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Grieb</p>	A32.3A; A32.3F
49905	Griego, Angel	<p>To whom it may concern,</p> <p>I appreciate and understand the difficulty in implementing a solution for the traffic in Little Cottonwood Canyon. However, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We all love our mountains and our powder days, but implementing solutions that support a culture of respect for the environment and acknowledges the toll of single-occupancy-vehicles on accessibility to our powder havens is essential for sustainable living in our city.</p> <p>Regards, Angel Griego</p>	A32.3A; A32.3F
48066	Grier, Stacie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacie Grier</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40023	Griffee, Trish	Not only does this gondola violate the roadless act, it's an egregious misuse of tax money. It's disgusting that this is even being considered when the mass majority in the state do not want it!	A32.29VV
52173	Griffee, Trish	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trish Griffee</p>	A32.3A; A32.3F
39361	Griffen, Pete	<p>The enforcement of no parking on 9400 S. and rerouting to Wasatch Boulevard is working very well, during road closures and afterwards.</p> <p>Local residential traffic is able to move about freely.</p> <p>Expand this enforcement and rerouting to Wasatch Boulevard between BCC and LCC.</p> <p>Snowbird and Alta must restrict parking through parking fees, and reservations.</p> <p>UTA should increase bussing during peak periods. They should receive priority and move to the front of the line.</p> <p>A gondola, nor widening the road is not the solution.</p> <p>Pete Griffen</p> <p>Sandy</p>	A32.29VV
42381	Griffeth, Lauren	<p>Good evening. I am writing to strongly oppose this proposed Gondola B development. If UDOT is truly going to proceed with this plan, it will be a clear demonstration of the profits and convenience of a few having more influence than the will of the people who live here. It is beyond disappointing to witness UDOT seriously consider spending such an absurd amount of tax-payer money- between \$391 million to more than \$1 billion- on a completely unnecessary project. We do not want to pay for this atrocity and we do not want to live with it. There are many other viable solutions that utilize existing infrastructure. It is much easier and more cost-effective to expand public transit and hire additional bus drivers at a livable wage than it is to decimate one of our most beautiful and appealing natural features. I understand that it may sound appealing to have the world's longest gondola, but the reality of that situation is an expensive, ugly, dirty, development causing environmental harm and worsening the valley's already terrible air. People in Utah are proven by quality scientific research to lose literal years of their lives, suffer more miscarriages and mental health troubles, and many, many other truly horrible consequences as a result of our air quality. How could you seriously consider developing such a wasteful project in our current situation? We live in a geographical area that regularly and reliably experiences inversions and we cannot continue to emit more pollution here. Please, people are suffering and we don't want this project. It would only serve a small number of people during only a portion of the year, but its consequences will never go away. The construction process itself would be highly polluting, but the ongoing operation of this gondola would continue to pollute and cause harm as well. Please do not move forward with this project. Thank you.</p>	A32.29VV
45037	Griffin, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Amber Griffin	
46650	Griffin, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Griffin</p>	A32.3A; A32.3F
40938	Griffin, Gray	I just learned of another of the many downsides of installing a gondola up LCC. It would require ground based angle stations for redirecting the gondola on curves as it travels through the canyon. Apparently multiple angle stations are required and can ONLY be placed on the canyon floor (not elevated). There in lies the problem. Many of the planned angle stations are to be placed right on historic avalanche pathways. Obviously, as witnessed by the multitude of avalanches that occurred during the past winter, this would be highly problematic to this particular infrastructure. This is only one of the many downsides of a gondola installation. Other major downsides include: exorbitant cost, not stopping at trail heads, long travel times, major eye sore, and a plethora of environmental impact issues. Bad idea all away around. I believe electric busses/shuttles and access fees, especially for single passenger vehicles are much better solutions. Thank you.	A32.29VV
46400	Griffin, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Griffin</p>	A32.3A; A32.3F
43629	Griffin, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Griffin</p>	A32.3A; A32.3F
45651	Griffin, Kalen	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also live and recreate in the wasatch on a daily basis. As much as I love going up to Alta and Snowbird (and backcountry!!!!) I cannot condone a gondola that only benefits private entities and destroys our land even further. Let's put our heads together and figure out ALL of the options before deciding. I know you'll say you've already done this but let's go back to the drawing board and actually figure it out.</p> <p>Regards, Kalen Griffin</p>	
50018	Griffith, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Griffith</p>	A32.3A; A32.3F
47245	Griffith, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Griffith</p>	A32.3A; A32.3F
39530	Griffith, Dawn	<p>With the ecological damage a gondola would cause I'm unclear as to why we don't create a pass with an entry/exit gate like Millcreek. The money taken in could be used to hire more bus drivers at a better wage and create more stops. This idea of a gondola would not only damage the canyon in an irreversible way but also wouldn't solve the problem.</p>	A32.29VV
45375	Griffith, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Griffith</p>	
51994	Griffith, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Griffith</p>	A32.3A; A32.3F
41577	Griffith, Jane	I am AGAINST the gondola! This favors only the resorts and cannot be reversed!	A32.29VV
54847	Griffiths, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Griffiths</p>	A32.3A; A32.3F
51792	Griffiths, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jane Griffiths	
48731	Griffiths, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Griffiths</p>	A32.3A; A32.3F
55809	Griffiths, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Griffiths</p>	A32.3A; A32.3F
52035	Griffiths, Rachelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachelle Griffiths</p>	A32.3A; A32.3F
40876	Grigsby, Anna	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It's shameful and embarrassing that this project has even gotten this far in its stages given the public outcry and opposition. It feels like government and legislative corruption are driving this project forward.</p> <p>To support such an expensive tax payer-funded project that would only serve those who want to frequent ski resorts in the winter (an already exclusive and classist sport - I say that as a skier) is ridiculous. To say that the gondola is about safety for weather conditions and avalanches on the roads is [REDACTED] given it won't be run during active avalanche mitigation. And to say it'll reduce traffic congestion is ridiculous given we don't have actual research that it WILL reduce traffic congestion — and that's only in the winter. A more permanent, sustainable solution is carpool incentives or better bus systems. UDOT reduced bus services and LCC routes this year, and I also can't help but think that was an effort to make the gondola look like a more favorable option. But increased bus services and perhaps a dedicated bus lane is SO MUCH better than the gondola operation. That's what the public wants. And if the gondola moves forward the city is just flagrantly ignoring what it's residents are asking for and going ahead with a project based on profit for the few.</p>	
39503	Grigsby, Trudy	I think the gondola is the only viable option.	A32.29VV
47608	grimes, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison grimes</p>	A32.3A; A32.3F
50708	Grimm, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Grimm</p>	A32.3A; A32.3F
48619	Grimstead, Gabby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Gabby Grimstead	
39646	Grinnell, David	Please don't mess with the roadless rule. No Gondola!!	A32.3A; A32.3F
42127	Grinsfelder, Andy	Skiing is an active afforded to the wealthy. We have serious homeless problem in the valley. Public Funds should not be spent on the gondola that benefits wealthy skiers when we have more serious problems. Private companies operating the resorts in little cottonwood canyon should fund the gondola not the government.	A32.29VV
56088	Griswold, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Griswold</p>	A32.3A; A32.3F
48020	Griswold, Rhonda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhonda Griswold</p>	A32.3A; A32.3F
44149	Grizenko, Alyssandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssandra Grizenko</p>	A32.3A; A32.3F
47978	Grizzell, Austen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austen Grizzell</p>	
51414	Grizzell, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Grizzell</p>	A32.3A; A32.3F
52628	Grob, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Grob</p>	A32.3A; A32.3F
53970	Grob, Oliver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Oliver Grob	
49011	Grober, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Grober</p>	A32.3A; A32.3F
46784	Groberg, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Groberg</p>	A32.3A; A32.3F
44879	Groebbs, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Groebbs</p>	A32.3A; A32.3F
48527	Groebbs, Sidney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sidney Groebs</p>	
43142	Groesbeck, Lorin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorin Groesbeck</p>	A32.3A; A32.3F
53136	Groethe, Kamee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamee Groethe</p>	A32.3A; A32.3F
55312	Gromacki, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Gromacki</p>	A32.3A; A32.3F
42894	Groncki, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Groncki</p>	
52064	Grondahl, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Grondahl</p>	A32.3A; A32.3F
47850	Gronset, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Gronset</p>	A32.3A; A32.3F
44182	Gronset, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Gronset</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46263	Groom, Carmen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carmen Groom</p>	A32.3A; A32.3F
44742	Gross, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Gross</p>	A32.3A; A32.3F
40201	Gross, Benjamin	<p>Rather than degrade an area of natural beauty with cable towers, require the owners of Alta and Snowbird to build sufficient parking and traffic control mechanisms to permit the orderly absorption of pass holders. The Gondola is a public lands boondoggle. Simpler solution is to expand and make more reliable public transportation and require the resorts to build additional parking.</p>	A32.29VV
55722	Gross, Elisabeth	<p>Good evening, I visit Utah to ski and yes the traffic in Little Cottonwood Canyon is not great. But putting a Gondola through roadless areas is not a viable option and sets precedent for further erosion of the roadless rules.</p> <p>A gondola only provides benefits for resort skiers and won't resolve the issue cost effectively. Charge a toll; make parking only by reservation; and/or increase bus options. Further, use electric buses and reduce emissions. You could even use the toll money to fund the electric buses.</p> <p>Yes the traffic isn't great. But as a tourist that goes resort skiing in Little Cottonwood Canyon, I'd rather reserve a spot in the parking lot, pay a toll, or ride the bus than to have it be slightly more convenient at the expense of the environment and locals that surround the resorts.</p> <p>Sincerely, Elisabeth Gross</p>	A32.3A
41355	Gross, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Gross</p>	
40364	Gross, Jack	<p>I just pray that the publics voice is heard on this issue. A Gondola (either option) will be an enormous waist of money with minimal to no impacts on canyon congestion. The environmental impact that widening the road and either Gondola option ar not worth whatever proposed benefit that will be so much smaller in reality. Please enhance the bus system and don't be a greedy asshole.</p>	A32.29VV
46455	Gross, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Gross</p>	A32.3A; A32.3F
48795	Gross, Lee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lee Gross</p>	A32.3A; A32.3F
43006	Grossman, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Grossman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47935	Grote, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, SKI BUSES EVERY 10-15 MINUTES, A BASE PAY INCREASE FOR UDOT BUS DRIVERS THAT WILL INCENTIVIZE MORE APPLICANTS FOR BUS DRIVER POSITIONS (YOU COULD USE SOME OF THAT OVER HALF A BILLION DOLLAR PROPOSED BUDGET FOR THIS STUPID GONDOLA TO INCREASE PAY FOR YOUR DRIVERS YOU ██████████. Or even come up with some sort of incentivizing system for the drivers like bonuses for x amount of days driving up the canyon, a bonus for driving on a day with adverse weather conditions, etc.), enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Grote</p>	A32.3A; A32.3F
55074	Grotenhuis, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Grotenhuis</p>	A32.3A; A32.3F
53675	Grove, Elisabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elisabeth Grove</p>	A32.3A; A32.3F
42589	Grover, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Grover</p>	
42315	Grover, Nathan	<p>I think a gondola is insufficient, especially for the usability and function that has been stated. UDOT needs to look at the long-term picture of getting the most people in the canyons year-round, and decrease the number of cars in the canyons, so more people can recreate, but have a minimal impact (at least as far as traffic, and cars and parking and accidents are concerned. They only scalable and systemic way of accomplishing that is with a train. And, with rail connections throughout the valley that will enable travelers to come from the valley to the tops of the canyons all by rail.</p>	A32.29VV
54491	Groves, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Groves</p>	A32.3A; A32.3F
44289	Groves, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Groves</p>	A32.3A; A32.3F
51876	Grow, Keegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Respectfully, if you go through with the project there will be lots of well you could say problems during construction if you know what I mean.</p> <p>Regards, Keegan Grow</p>	
52479	Growcock, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Growcock</p>	A32.3A; A32.3F
55207	Grubbs, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Grubbs</p>	A32.3A; A32.3F
52573	Grubbs, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Grubbs</p>	A32.3A; A32.3F
39612	Grube, Kurt	<p>It makes no sense why the FHWA would request analysis with a fleet of diesel powered busses, as that seems highly unlikely. It should have included electric busses as that seems like a much more likely scenario.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39791	Grudziak, Jo	I am strongly opposed to the gondola. It is an expensive and environmentally damaging project using taxpayer money to benefit 2 businesses. It does not address traffic issues reliably and harms the fragile canyons environment. It violates the Roadless Rule. Do not build.	A32.29VV
44415	Gruett, Gia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gia Gruett	A32.3A; A32.3F
46416	Gruett, Luree	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Luree Gruett	A32.3A; A32.3F
45233	Grunden, Rachel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Grunden	A32.3A; A32.3F
39963	Grungold, David	I love skiing in LCC and find the road scary and tricky to navigate. I would be far more likely to visit Utah if there were a safe and easily accessible gondola up the canyon	A32.29VV
53563	Gruninger, Skylar	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Gruninger</p>	
48758	Grupper, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Grupper</p>	A32.3A; A32.3F
39616	Gruter, Evelyn	I feel a gondola will ruin our beautiful canyon. Perhaps add an extra lane that is used in the morning and then open for use in the evening. Provide extra electric buses.	A32.29VV
39579	Gruter, Fred	A single bus and carpool lane can be added which changes direction according to time of day. This would enhance bus service with very little road widening required.	A32.29VV
42512	Grzywna, Amanda	<p>To whom it may concern,</p> <p>As a resident and taxpayer of Salt Lake City, who moved here to enjoy the amazing recreational opportunities of the canyons, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Grzywna</p>	A32.3A; A32.3F
40452	Grzywna, Amanda	The proposed gondola would be in blatant and purposeful disregard and intentional misinterpretation of the RACR. Little cottonwood canyon is a special place to our community and a gondola would violate the intent of the inventoried roadless areas of the canyon.	A32.3F
54426	Guarneros, Karla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karla Guarneros</p>	
47328	Gubbay, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Gubbay</p>	A32.3A; A32.3F
42812	Gubler, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Gubler</p>	A32.3A; A32.3F
51476	Gubler, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Gubler</p>	A32.3A; A32.3F
54483	Gubler, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Gubler</p>	
50774	Gubler, Necie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Necie Gubler</p>	A32.3A; A32.3F
45199	Guden, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Guden</p>	A32.3A; A32.3F
42935	Guenther, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Guenther</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51211	Guerra, Navarro	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Navarro Guerra</p>	A32.3A; A32.3F
40076	Guerra, Noelia	<p>Using taxpayer funds to try to find a solution for an elitist activity that only a proportion of SLC citizens actually participate in is a complete lapse of ethical duty that stems from a systematic absence of accountability and oversight in elected public offices. Beyond environmentally destroying a canyon that took a glacier thousands of years to create, an intrusive and lasting construction project would result in unknown consequences for the essential local wildlife.</p> <p>The Wasatch Front is a shining gem for all who reside in its reach. No matter how a person has found their way to Salt Lake, the mountains will always be a welcome beacon. It should be overall priority to conserve and protect the mountains that protect us.</p>	A32.29VV
41053	Guerrero, marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, marissa Guerrero</p>	A32.3A; A32.3F
49017	Guerrero, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Guerrero</p>	A32.3A; A32.3F
54867	Guest, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Guest</p>	
56047	Guevara, Alexandre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandre Guevara</p>	A32.3A; A32.3F
40678	guffey, mark	Don't build a gondola! Just add a toll booth at the bottom.	A32.29VV
41883	guidos, addie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, addie guidos</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39794	Guidotti, Kevin	we need to think outside of the box and beyond current options which include a gondola and enhanced bus service. Why not consider an underground tunnel solution similar to what the boring company is doing in Las Vegas. It represents the most environmentally and cost effective solution. Additionally, one could include a tunnel from park city that would eliminate the need for park city residents to drive an hour to get to alta. As a park city resident, this would be a game changer. I'm happy to discuss this option in further detail.	A32.29VV
40287	GUIDRY, DAVID	The gondola is not a real solution. It is not equitable and only drives business for the resorts. Ski Trains have been used and proven effective across the world. This is the direction we need to go.	A32.29VV
51637	Guilfoyle, Tory	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tory Guilfoyle	A32.3A; A32.3F
52411	Guillen, Jacquelin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jacquelin Guillen	A32.3A; A32.3F
43315	Guilmain, Laura	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laura Guilmain	A32.3A; A32.3F
49362	guindon, raven	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, raven guindon</p>	
55270	Guinn, Hanni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanni Guinn</p>	A32.3A; A32.3F
55271	Guinn, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives that are more flexible and can easily be scaled up and down to reduce traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Guinn</p>	A32.3A; A32.3F
50851	Gularte, Roxanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Roxanna Gularte	
54922	Gulbrandsen, Brianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianne Gulbrandsen</p>	A32.3A; A32.3F
48285	Gulbrandsen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Gulbrandsen</p>	A32.3A; A32.3F
46503	Guleserian, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Guleserian</p>	A32.3A; A32.3F
41498	Gulley, Arielle	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.	A32.3A; A32.3F
55660	Gulley, Arielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arielle Gulley</p>	
52102	Gulli, Hana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hana Gulli</p>	A32.3A; A32.3F
54654	Gullickson, Derra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derra Gullickson</p>	A32.3A; A32.3F
55339	Gump, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Gump</p>	A32.3A; A32.3F
53981	Gunawardena, Malithi	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malithi Gunawardena</p>	
46539	Gundaker, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Gundaker</p>	A32.3A; A32.3F
46449	Gundersen, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Gundersen</p>	A32.3A; A32.3F
54014	Gundersen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sydney Gundersen	
41227	Gunderson, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Gunderson</p>	A32.3A; A32.3F
40143	Gunn, John	This project needs to move forward. It's time to make the change. Especially given this past winter...	A32.29VV
49742	gunn, lorna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lorna gunn</p>	A32.3A; A32.3F
55744	Gunn, Toby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Toby Gunn</p>	A32.3A; A32.3F
46375	Gunner, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Gunner</p>	
56124	Gunther, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Gunther</p>	A32.3A; A32.3F
44856	Guran, Layla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Layla Guran</p>	A32.3A; A32.3F
48170	Gurchiek, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Gurchiek</p>	A32.3A; A32.3F
44330	Gurgle, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Gurgle</p>	
42190	Gurley, Zachary	<p>Please do not proceed with the gondola! It will be an eyesore on the most beautiful part of the Wasatch Front, serving only those who can afford to utilize the resorts. It is only a novelty. A better approach would be a trolley system like at Zion that serves hiking destinations as well as the resorts. Electric would be great! Please preserve this wonderful resource we have.</p>	A32.29VV
45842	Gurman, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Gurman</p>	A32.3A; A32.3F
47405	Gurung, Anisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anisha Gurung</p>	A32.3A; A32.3F
45010	Guse, Katrine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrine Guse</p>	
53267	Gushiken, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Gushiken</p>	A32.3A; A32.3F
46731	Gussoff, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Gussoff</p>	A32.3A; A32.3F
42194	Gustavson, Ph.D., Lisa	<p>For Seniors and non-ski-ers, the trip up the Canyon IS the "destination." It's not about reaching the ski slopes for us. It's about the drive. If the road is widened -- well, for those of us for whom the beauty of the drive IS the destination -- the whole thing will be ruined. We don't drive up the Canyon to get to a resort. We drive up the Canyon because the drive is so lovely. Please don't let that be ruined.</p> <p>Just think about how Parley's Canyon was destroyed.</p> <p>I'm nearly 70 y.o. and I remember the old Parley's.</p> <p>The analogy is powerful vis a vis what a road-widening disaster might look like in Little Cottonwood.</p>	A32.29VV
55432	Gustavson, Steve	<p>I oppose the gondola for many reasons. But, mainly, it will forever change the Utah treasure, Little Cottonwood Canyon. May I suggest you read Steve Camp's op-ed in SL Tribune, Sun. April 16, 2023, page B5. I agree totally with his comments & suggestions. I am sure I am not alone in supporting him. Please take the time to read his well expressed views. Thank you for the opportunity to share our concerns.</p> <p>Chris Gustavson [REDACTED]</p> <p>Sent from my iPad</p>	A32.29VV
47977	Gutierrez, Adrian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrian Gutierrez</p>	
41327	Gutierrez, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Gutierrez</p>	A32.3A; A32.3F
42864	Gutierrez, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Gutierrez</p>	A32.3A; A32.3F
54481	Gutierrez, Cintya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Cintya Gutierrez	
51893	Gutierrez, George	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, George Gutierrez</p>	A32.3A; A32.3F
52785	Gutierrez, Jimena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jimena Gutierrez</p>	A32.3A; A32.3F
55051	Gutierrez, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Gutierrez</p>	A32.3A; A32.3F
55863	Gutierrez, Miriam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miriam Gutierrez</p>	
50260	GUTIERREZ, VIOLET	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, VIOLET GUTIERREZ</p>	A32.3A; A32.3F
42820	Gutierrez-Robinson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Gutierrez-Robinson</p>	A32.3A; A32.3F
39936	Gutmann, Marla	<p>I am vehemently opposed to building a Gondola in Little Cottonwood Canyon. I understand that the skier traffic needs to be alleviated, but building a publicly funded gondola which only serves a tiny population of wealthy skiers is not the solution. This would forever change the landscape and natural environment of LCC. I am in favor of building much more parking at the bottom of the canyon. I believe more busses and mandatory bussing to the ski resorts is the answer, since their customers are causing most of the congestion. I would like the state to hold themselves accountable for cutting the bus system this year, as it made the congestion worse. I am an avid outdoorswoman and frequent LCC often. Please save the beauty of LCC for future generations.</p>	A32.29VV
49825	Gutowsky, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Gutowsky</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46490	Gutwein, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Gutwein</p>	A32.3A; A32.3F
50780	gutzwiller, joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, joshua gutzwiller</p>	A32.3A; A32.3F
51278	Guzman, Camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Look for a more environmental economically sustainable option.</p> <p>Regards, Camryn Guzman</p>	A32.3A; A32.3F
43587	Guzman, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Naomi Guzman</p>	
54784	Guzman, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Noah Guzmán</p>	A32.3A; A32.3F
40781	Gwenolé, Louarn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louarn Gwenolé</p>	A32.3A; A32.3F
52988	Gwilliam, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Gwilliam</p>	A32.3A; A32.3F
51279	Gwilt, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Gwilt</p>	
51705	Gygi, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Gygi</p>	A32.3A; A32.3F
45665	Gyorke, Clare	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clare Gyorke</p>	A32.3A; A32.3F
42065	H Madsen, Julie	<p>Building the gondola is not something that once done can be undone. It will always be there. Any views of little cottonwood canyon in the future will include a gondola. It feels extreme and a bit absurd to jump from zero attempt at a solution (reduced bus service 22-23 ski season, no road toll, etc) to a permanent structure that will mar the landscape forever.</p> <p>Why can't we try a toll in conjunction with increased bus service before jumping to this massive undertaking that will only serve to increase crowding and lift sales at our two ski resorts?</p>	A32.3I
48126	h, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake h</p>	
49026	H, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock H</p>	A32.3A; A32.3F
44753	H, Brook	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brook H</p>	A32.3A; A32.3F
46648	H, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily H</p>	A32.3A; A32.3F
49373	H, Fern	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fern H</p>	
47807	h, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline h</p>	A32.3A; A32.3F
51128	H, Sk	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sk H</p>	A32.3A; A32.3F
52370	H, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney H</p>	A32.3A; A32.3F
51612	Ha, Victor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victor Ha</p>	
45719	Haar, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>These canyons are cherished by your local Utah residents and us out of state travelers who admire the beauty of the untouched landscape, home to some and playground to others, as a reprieve to the otherwise busy and industrialized areas of the city. Although mountain traffic is a problem in ski season, there is also a wealth of summer activities and tourism that are dependent on appreciation of undeveloped land and connection with nature in its original form. Untouched mountain scenery is becoming so rare, it's important we leave some nature unaltered to respect the environment and its ecosystems and to leave open spaces for our generations and children and their future generations to explore.</p> <p>Regards, Molly Haar</p>	A32.3A; A32.3F
53909	haas, serena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, serena haas</p>	A32.3A; A32.3F
51655	Haas, Tierney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tierney Haas</p>	
49948	Haas, Weston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weston Haas</p>	A32.3A; A32.3F
54821	Haase, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Haase</p>	A32.3A; A32.3F
55426	Habibullah, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Habibullah</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46314	Hack, Dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dillon Hack</p>	A32.3A; A32.3F
48038	Hackamack, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Hackamack</p>	A32.3A; A32.3F
41911	Hacker, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Hacker</p>	A32.3A; A32.3F
55768	Hackett, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Hackett</p>	
45001	Hackett, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Hackett</p>	A32.3A; A32.3F
41057	Hackney, HaLeigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, HaLeigh Hackney</p>	A32.3A; A32.3F
49613	Hackney, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Hackney</p>	A32.3A; A32.3F
39483	Hacon, Christopher	<p>This is a truly irresponsible approach. Just introduce a reservation system and it is solved for almost no money (you can charge a fee and make a huge profit). Everyone will be happier and you won't spend an immense amount of money, destroy nature, make hikers, climbers, mountain bikers etc angry. The current approach is madness; the only interpretation is that someone is cashing in, and it isn't the average SL county resident! I hope that lawsuits will follow!</p>	A32.29VV
42240	Hadden, Connie	<p>I recommend the enhanced bus service with no widening of the road alternative. This alternative has the least impact on the land, including zero climbing boulders being removed (page 64). Less impact on the land, the animals, the vegetation and the beauty of the mountains. The air quality analysis assumes that all ski buses are powered by diesel fuel. This assumption doesn't account for probable new developments during the 30 years considered, including development of electric vehicles that could significantly improve air quality. This</p>	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>alternative also has an initial projected capital cost of at least \$155 million dollars less than any other alternative. The best choice in my opinion is enhanced bus service with no widening of the road: less impact, less cost and with future use of electric buses, less impact on air quality.</p>	
43385	haddock, paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, paige haddock</p>	A32.3A; A32.3F
42562	Hadfield, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hadfield</p>	A32.3A; A32.3F
42492	Hadinger, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Hadinger</p>	A32.3A; A32.3F
40836	Hadinger, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Hadinger</p>	
50237	Hadley, Dallas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallas Hadley</p>	A32.3A; A32.3F
43494	Hadley, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Hadley</p>	A32.3A; A32.3F
44244	hadley, Kayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayden hadley</p>	A32.3A; A32.3F
43541	Hadley, Mariam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariam Hadley</p>	
49081	Hadley, Tayia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayia Hadley</p>	A32.3A; A32.3F
44667	hadlock, sloane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sloane hadlock</p>	A32.3A; A32.3F
55929	Hadziabdic, Harris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harris Hadziabdic</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46190	Haehlen, Lorin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorin Haehlen</p>	A32.3A; A32.3F
47031	Haenni, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Haenni</p>	A32.3A; A32.3F
48759	Haertel, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Haertel</p>	A32.3A; A32.3F
41042	Haertel, Nila	NO gondola. No to destruction of canyon vistas. No to socialism for ski resorts. No to massive costs. Use buses.	A32.29VV
50434	Hafen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hafen</p>	
45747	Hafer, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Hafer</p>	A32.3A; A32.3F
53716	hafer, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah hafer</p>	A32.3A; A32.3F
45154	Hafford, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Hafford</p>	A32.3A; A32.3F
43760	hagan, hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hailey hagan</p>	
39763	Hagan, Patrick	No gondola in Little Cottonwood Cyn	A32.29VV
42222	Hagemann, Ashley	I am a local SLC and I vote NO gondola. As a local I would prefer an updated bus system.	A32.29VV
54252	hagen, laurel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, laurel hagen</p>	A32.3A; A32.3F
45276	Hager, Jaq	<p>To whom it may concern,</p> <p>I absolutely oppose this effort. It will be much more expensive and much more disruptive than a better bus system! Pay drivers more to start! That'll solve a lot of issues. This area is so gorgeous please don't ruin it with a gondola!!</p> <p>Regards, Jaq Hager</p>	A32.29VV
40314	Hager, Jon	<p>To Whom It May Concern,</p> <p>A gondola in LCC would be violating the Roadless Rule and subjecting people to unsightly gondolas. The gondola scheme is costly, short sighted and uses straw man arguments in an attempt to obfuscate its true detrimental impact on the canpyn. No to any gondolas!</p> <p>Jon Hager</p> <p>Riverton, Utah</p>	A32.29VV
42929	Hager, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rebekah Hager	
45242	Hager, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Hager</p>	A32.3A; A32.3F
46288	Hager, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Hager</p>	A32.3A; A32.3F
45909	Hagerman, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Hagerman</p>	A32.3A; A32.3F
51992	Hagerman, Hutton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hutton Hagerman</p>	
51727	Haggard, Sofie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofie Haggard</p>	A32.3A; A32.3F
47195	Haggerty, Narissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Narissa Haggerty</p>	A32.3A; A32.3F
40601	Haggerty, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Haggerty</p>	A32.3A; A32.3F
49296	Hague, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. If we're looking for an effective way to reduce traffic in the canyons and transport large numbers of people, the solution is a train, not a gondola.</p> <p>Regards, Taylor Hague</p>	
52598	Hahn, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Hahn</p>	A32.3A; A32.3F
47257	Hahn, Betsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Betsy Hahn</p>	A32.3A; A32.3F
45760	Hahn, Harry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harry Hahn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56289	Hahn, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Hahn</p>	A32.3A; A32.3F
45460	Haigh, Elliette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elliette Haigh</p>	A32.3A; A32.3F
56053	Hailstones, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Don't ruin the beauty that we have! Let's keep it free of machinery so the future generations can also enjoy the nature. Let there be traffic. It makes the slopes less crowded anyways.</p> <p>Regards, Rebecca Hailstones</p>	A32.3A; A32.3F
43352	Hainsworth, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dane Hainsworth</p>	
43580	Hainsworth, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Hainsworth</p>	A32.3A; A32.3F
50557	Hair, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Hair</p>	A32.3A; A32.3F
51015	Hair, Hanalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanalee Hair</p>	A32.3A; A32.3F
43695	Haire, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Haire</p>	
56171	Hakanson, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Hakanson</p>	A32.3A; A32.3F
52137	Hake, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Hake</p>	A32.3A; A32.3F
48412	Hakes, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Hakes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45851	Halamicek, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Halamicek</p>	A32.3A; A32.3F
45796	haldeman, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke haldeman</p>	A32.3A; A32.3F
46322	Hale, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Hale</p>	A32.3A; A32.3F
54755	Hale, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Hale</p>	
41363	Hale, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Hale</p>	A32.3A; A32.3F
41427	Hale, Lindsey	<p>Hello all-</p> <p>My biggest concern is that these mountains can't handle the increase in human use. Putting in more ways to get there will increase usage.....and all maintenance roads put in for a gondola will just be more access points for hikers, bikers, etc. These mountains are relatively small and cannot support the increase in human use. Unless you are going to shut down the road completely (like zions), then please don't increase ways for us to infiltrate these areas.</p>	A32.29VV
50641	Hale, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Hale</p>	A32.3A; A32.3F
42783	Hale, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Hale</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55648	Hales, Derrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derrick Hales</p>	A32.3A; A32.3F
43484	Hales, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Hales</p>	A32.3A; A32.3F
53960	Hales, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Hales</p>	A32.3A; A32.3F
50431	Hales, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Olivia Hales	
39854	Haley, Andy	LCC does not need a gondola, the gondola would directly violate the Roadless Rule and negatively impact wilderness areas. The project should be prohibited to protect these areas from construction. White Pine and portions of Twin Peaks and Lone Peak are already designated as Inventoried Roadless Areas (IRA). Building a gondola in LCC would directly violate the 2001 Roadless Area Conservation Rule (RACR) and undercut its authority.	A32.3A; A32.3F
54289	hall, Abigail	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Abigail hall	A32.3A; A32.3F
45948	Hall, Addie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Addie Hall	A32.3A; A32.3F
43065	Hall, Allison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Allison Hall	A32.3A; A32.3F
54667	Hall, Annie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Hall</p>	
51486	Hall, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Hall</p>	A32.3A; A32.3F
46893	Hall, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Hall</p>	A32.3A; A32.3F
48610	Hall, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chris Hall	
54901	Hall, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hall</p>	A32.3A; A32.3F
41387	Hall, Erica	<p>To whom it may concern,</p> <p>I am a concerned Utah resident and oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Hall</p>	A32.3A; A32.3F
53139	Hall, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Hall</p>	A32.3A; A32.3F
46021	Hall, Janeil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janeil Hall</p>	
52794	Hall, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hall</p>	A32.3A; A32.3F
51700	Hall, Makena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makena Hall</p>	A32.3A; A32.3F
40027	Hall, Marcus	By far the best way to transport people up and down BOTH Cottonwood canyons is electric buses, which have low impact and high flexibility. The extra money saved could be used to build key snow sheds over the main slide paths. Finally, a toll should be placed on all users of the canyon in the form of a tax on ski tickets, amounting to about \$5 per ticket ... which would then help subsidize the transition to buses. and multi-story parking lots at the base of both canyons. Thank you.	A32.29VV
40304	Hall, Marcus	Please STOP the Little Cottonwood Gondola. Please use electric buses instead!	A32.29VV
41036	Hall, Megan	Don't ruin the beautiful canyon with an expensive gondola no one wants!!	A32.29VV
52007	Hall, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Naomi Hall	
55938	Hall, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Hall</p>	A32.3A; A32.3F
39366	Hall, PerryA	<p>The USFS Roadless Rule (both 2001, and 2003 updated) need to be upheld with regards to the gondola.</p> <p>Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>please uphold the roadless rule and determine a different alternative over the gondola.</p>	A32.3A
48489	Hall, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hall</p>	A32.3A; A32.3F
49838	Hall, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Hall</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48189	Hall, Starr	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times.</p> <p>Regards, Starr Hall</p>	A32.3A; A32.3F
51066	Hall, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Hall</p>	A32.3A; A32.3F
54574	Hall, Taite	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taite Hall</p>	A32.3A; A32.3F
53322	Hall, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Hall</p>	
45040	Hallahan, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Hallahan</p>	A32.3A; A32.3F
49223	Hallam, Saffi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saffi Hallam</p>	A32.3A; A32.3F
49031	Hallam, Theron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theron Hallam</p>	A32.3A; A32.3F
51441	Hallett, BayLee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BayLee Hallett</p>	
51035	Halliday, Chamy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chamy Halliday</p>	A32.3A; A32.3F
45674	Halliwell, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Halliwell</p>	A32.3A; A32.3F
44160	Hallman, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Hallman</p>	A32.3A; A32.3F
43361	Hallows, Lainie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lainie Hallows</p>	
46983	halls, gunner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gunner halls</p>	A32.3A; A32.3F
49217	Halls, London	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, London Halls</p>	A32.3A; A32.3F
52870	Halls, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ryan Halls	
51720	Hallsted, Breton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breton Hallsted</p>	A32.3A; A32.3F
49466	Halper, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Halper</p>	A32.3A; A32.3F
47984	Halperin, Madeline	<p>To whom it may concern,</p> <p>I am a Alta skier, employee and part time resident. I urge you to look into your hearts and consider that maybe capital gain isn't what this world needs more of...</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Halperin</p>	A32.3A; A32.3F
49828	Halpern, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zack Halpern</p>	
40234	Halpin, Jake	<p>Hello,</p> <p>Thank you for taking the time to read my short comment. I know this is no easy task coming up with a solution to this issue. I am a CWH resident and have been experiencing the traffic first hand going to and from work. I believe something needs to be resolved, but do not agree with the gondola being that resolution. I would want my tax dollars spent on another option and based on the current other options would be substantially less than the gondola. I also still believe there would be lines and traffic going to the base of the gondola and would still have similar traffic issues. I also believe this is only an issue half of the year during the winter season. That is an expensive solution for half of the year. I would suggest a better bus system, having both lanes be only up or only down at certain times of the day, or other proposed options. I firmly believe in no gondola. Thank you for your time.</p>	A32.29VV
40238	Halpin, Sharon	<p>I am writing to express my concerns regarding the proposed gondola system in Little Cottonwood Canyon as a solution to the traffic issue in the area. While the idea of a gondola system may seem appealing, there are several reasons why this may not be a suitable solution to the problem.</p> <p>Firstly, the gondola system would only provide transportation to a limited number of people at a time. This would result in long wait times and overcrowding during peak periods, which could potentially cause safety concerns for passengers. Additionally, this would not address the issue of traffic congestion on the roads leading up to the gondola stations.</p> <p>Secondly, the gondola system would require a significant amount of construction, which would be both costly and time-consuming. This could also result in negative impacts on the environment and the natural beauty of the area.</p> <p>Thirdly, the gondola system would only be able to operate during specific weather conditions. This would make it an unreliable mode of transportation, especially during harsh winter conditions.</p> <p>Finally, the gondola system would be expensive to operate and maintain, which could potentially result in increased fees for passengers.</p> <p>Considering these factors, it is my opinion that a gondola system would not be a suitable solution to the traffic issue in Little Cottonwood Canyon. Instead, alternative solutions should be explored, such as improving public transportation systems, carpooling incentives, and road improvements.</p> <p>Thank you for considering my perspective on this matter.</p>	A32.29VV
53630	Halsey, Joan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joan Halsey</p>	A32.3A; A32.3F
45989	Haluszczak, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Haluszczak</p>	
47973	Halvarsson, Olof	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olof Halvarsson</p>	A32.3A; A32.3F
48733	Halverson, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Halverson</p>	A32.3A; A32.3F
39775	Halverson, Julie	<p>I do not want gondola. It will do nothing for traffic up Wasatch, do nothing for Big Cottonwood Canyon, and the tow nets will forever destroy the beauty of LCC. Toll, Bus, widen the road, work towards a train.</p>	A32.29VV
47950	Halvorson, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Halvorson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42296	Ham, A	Terrible use of tax dollars, will increase traffic around the canyon	A32.29VV
55402	Hambacher, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Hambacher</p>	A32.3A; A32.3F
41924	Hamblen, Jackie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackie Hamblen</p>	A32.3A; A32.3F
40108	Hamblin, Brent	I do not support the construction of a gondola for Little Cottonwood. Very high cost, including ongoing maintenance, and altering how the canyon looks and affecting some climbing areas. The logistics of getting on the gondola to go skiing are convoluted and I believe this will deter a lot of people from wanting to take the gondola as opposed to driving. I prefer to see increased buses, and snow shelters for parts of the road in avalanche paths.	A32.29VV
53653	Hamblin, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Hamblin</p>	A32.3A; A32.3F
48216	Hamblin, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Hamblin</p>	
46077	Hamblin, Shal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shal Hamblin</p>	A32.3A; A32.3F
45365	Hamelin, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Hamelin</p>	A32.3A; A32.3F
40523	Hamelin, Jonathan	<p>NO GONDOLA!!!</p> <p>There are better options that benefit the entire canyon AND COST LESS!!!</p>	A32.29VV
47034	Hamelin, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mikayla Hamelin</p>	
52630	Hamill, Eva-Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eva-Marie Hamill</p>	A32.3A; A32.3F
41144	Hamill, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hamill</p>	A32.3A; A32.3F
39694	Hamilton, Alice	<p>Since there has been a decrease in the number of IKON pass holders going up LCC the traffic has not been nearly as bad as BCC.</p> <p>WHY are we planning on investing so much money into a gondola project for LCC when 1) Climate change is leading to an overall downward trend in snowfall in the cottonwoods and this project is not considering the length of time the mountains here will have snow- this is not long term infrastructure for the next 50+ years.... 2) No alternative solutions have been attempted first.</p> <p>BUS only hours.</p> <p>This whole thing feels like tax payer money padding the pockets of the ski resort owners.</p>	A32.29VV
42711	Hamilton, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hamilton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40091	Hamilton, Ashleigh	The gondola is a bandaid to a bigger issue. We need to have parking lots throughout slc county that will all mountain enthusiasts to enjoy little cottonwood through out the year. Bus service with parking throughout the county is the answer.	A32.29VV
45360	hamilton, Claire	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Claire hamilton	A32.3A; A32.3F
45941	Hamilton, Emilee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Emilee Hamilton	A32.3A; A32.3F
42012	hamilton, garrett	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, garrett hamilton	A32.3A; A32.3F
39423	Hamilton, Ian	So against the gondola, the public doesn't want it! It won't solve traffic, it will ruin the pristine nature of LCC, and cost the taxpayers a ton of money! Corrupt cash grab by resorts and government!	A32.29VV
50207	Hamilton, Lexi	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Hamilton</p>	
46018	Hamilton, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Hamilton</p>	A32.3A; A32.3F
48746	Hamilton, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Hamilton</p>	A32.3A; A32.3F
53994	hamilton, Morganna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morganna hamilton</p>	A32.3A; A32.3F
47446	Hamlen, Devens	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devens Hamlen</p>	
53481	Hamlet, Christy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christy Hamlet</p>	A32.3A; A32.3F
45914	Hammer, Gwendolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwendolyn Hammer</p>	A32.3A; A32.3F
54992	Hammer, Miramda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Miramda Hammer	
47557	Hammer, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Hammer</p>	A32.3A; A32.3F
54102	Hammett, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please save and preserve Little Cottonwood Canyon!</p> <p>Regards, Alexa Hammett</p>	A32.3A; A32.3F
40096	Hammett, Joshua	No gondola! I would rather the resorts disappear and have to walk up.	A32.29VV
50287	Hammett, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Hammett</p>	A32.3A; A32.3F
42055	Hammock, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Hammock</p>	
51951	Hammond, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Hammond</p>	A32.3A; A32.3F
55642	Hammond, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Hammond</p>	A32.3A; A32.3F
44447	Hammond, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Hammond</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44906	hammond, isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, isabel hammond</p>	A32.3A; A32.3F
42703	Hammond, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Hammond</p>	A32.3A; A32.3F
53844	Hammond, Janessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janessa Hammond</p>	A32.3A; A32.3F
51758	Hammond, Tala	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tala Hammond</p>	
55941	Hample, Shalyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shalyn Hample</p>	A32.3A; A32.3F
39690	Hampshire, Steve	<p>While this year many people will point their fingers at why the Gondola is a good idea, it still is a short sided. The gondola only feed a very limited and minute grouping of people. Who when it really comes down to it are out of stater who complain about being closed out of the canyon on their week ski trip. Locals know this is part of Wasatch winters. we will wait for the next day.</p> <p>There is no service in the canyon to anything other than two corporate entities that are not contributing anything to this project. It is slightly ridiculous that we are spending tax payer dollars to support revenue for two groups who are doing just fine. People in monticello or Manilla dont want to pay for this, nor people in Wayne county.</p> <p>We are trading land that we will never get back for an amusement park ride. Leave our land alone, dont bill a thing on it.</p> <p>All of this coming from someone who grew up skiing at Alta in the 80's. The Gondola is not the right answer.</p>	A32.29VV
51262	Hampton, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Hampton</p>	A32.3A; A32.3F
48700	Hamre, Caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caden Hamre</p>	
46579	Hamrick, Antonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Antonia Hamrick</p>	A32.3A; A32.3F
55430	Hamson, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Hamson</p>	A32.3A; A32.3F
51141	Hamson, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Hamson</p>	A32.3A; A32.3F
53244	Hamson, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Hamson</p>	
50470	Hamula, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Hamula</p>	A32.3A; A32.3F
40724	Han, Nelson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nelson Han</p>	A32.3A; A32.3F
43579	Hanahan, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Hanahan</p>	A32.3A; A32.3F
41125	Hanawalt, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Hanawalt</p>	
52327	Hancey, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Hancey</p>	A32.3A; A32.3F
44510	Hancheck, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Hancheck</p>	A32.3A; A32.3F
43826	Hanchett, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Hanchett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47689	Hanchuck, Ross	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ross Hanchuck</p>	A32.3A; A32.3F
51287	Hancock, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Hancock</p>	A32.3A; A32.3F
53593	Hancock, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Hancock</p>	A32.3A; A32.3F
51162	HANCOCK, MADISON	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MADISON HANCOCK</p>	
50135	Hancock, Shaelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaelyn Hancock</p>	A32.3A; A32.3F
54853	Hancock, Vince	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vince Hancock</p>	A32.3A; A32.3F
42061	Handerhan, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Handerhan</p>	A32.3A; A32.3F
45740	Handl, Gerald	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gerald Handl</p>	
52129	Handly, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Handly</p>	A32.3A; A32.3F
42056	Handly, Jeremy	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
42053	Handly, Jeremy	<p>I oppose the gondola 100%! As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
52672	Handy, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Handy</p>	A32.3A; A32.3F
49775	Hanekamp, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Hanekamp</p>	
43660	Haney, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Haney</p>	A32.3A; A32.3F
43972	Haney, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Haney</p>	A32.3A; A32.3F
47158	Hankins, Mara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mara Hankins</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50920	Hanks, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Hanks</p>	A32.3A; A32.3F
55180	Hanks, Hana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hana Hanks</p>	A32.3A; A32.3F
55189	Hanks, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Hanks</p>	A32.3A; A32.3F
51303	Hanks, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Hanks</p>	
41505	Hanks, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Hanks</p>	A32.3A; A32.3F
54349	Hanks, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Hanks</p>	A32.3A; A32.3F
54511	Hanks, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Hanks</p>	A32.3A; A32.3F
44905	Hanley, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Hanley</p>	
53239	Hanley, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Hanley</p>	A32.3A; A32.3F
52995	Hanna, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Hanna</p>	A32.3A; A32.3F
43970	Hanniball, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Hanniball</p>	A32.3A; A32.3F
51357	Hannig, Darian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darlan Hannig</p>	
47904	Hannon, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Hannon</p>	A32.3A; A32.3F
39328	Hanrahan, Jim	<p>I am a proponent of a phased-in approach, one that does not commit to a permanent solution (eg gondola) without first trying the bus alternative. Am concerned that families, in particular, will not appreciate all the logistics of loading, loading/unloading to bus, loading/unloading to gondola, etc with the kids and all the gear. Have we really explored what people would actually use (and at what cost and inconvenience?). Also think the trailhead stop issue might be solved with a separate "minivan" that would accommodate this traffic. I vote "go slow" and test what works before diving into an expensive, irreversible solution costing megabucks.</p>	A32.29VV
50950	Hanseen, Kat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kat Hanseen</p>	A32.3A; A32.3F
40221	Hansell, Connor	<p>We don't want a gondola in the Cottonwood Canyons. Increased bus routes and required carpooling or any other solution is better than a gondola! PLEASE listen to your citizens and dont put a goldola in Little Cottonwood Canyon!!!.</p>	A32.29VV
41356	Hansell, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Hansell</p>	
40371	Hansell, Warwick	NO GOLDOLA! Please increase bus routes or mandate carpooling just anything but a gondola. It doesnt matter how quickly or how many skiers you can get up the canyons. The resorts become more and more unsafe for users when they are packed with people. A goldola is not the environmentally conscience choice. Please do not move forward with the goldola plan.	A32.29VV
39715	Hansell, Warwick	<p>Hello and thank you for your time. 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding but, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Thank you, Warwick Hansell, Holladay Utah</p>	A32.3A; A32.3F
45997	Hansen, Abbigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbigail Hansen</p>	A32.3A; A32.3F
47492	hansen, abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abby hansen</p>	A32.3A; A32.3F
50006	Hansen, Abi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abi Hansen</p>	
52312	Hansen, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Hansen</p>	A32.3A; A32.3F
48450	Hansen, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Hansen</p>	A32.3A; A32.3F
40456	Hansen, Alec	Let's be honest, NO ONE wants this gondola. UDOT does not care about our public comments, even though they are using public funds, and are just going to do what they want.	A32.29VV
49806	hansen, alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, alexa hansen</p>	
42561	Hansen, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Hansen</p>	A32.3A; A32.3F
54743	Hansen, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Hansen</p>	A32.3A; A32.3F
46965	Hansen, Allisen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This solution was introduced only to help Little Cottonwood Canyon. If traffic and cars really mattered instead of cutting bus routes. Creating better jobs for UDOT employees that will increase bussing productivity would be a better solution than a UDOT gondola. There are significant car usage and traffic issues with Big Cottonwood Canyon as well. If it was truly about UDOT making transportation more available for people and less cars where is Big Cottonwood Canyons proposed plan? This is injustice. There needs to be change in the solutions that promote low impact to the environment and are low cost solutions. This is not the time to buy into a gondola that will only service the ski areas as location stop. The hypocrisy within this entire proposal is ridiculous.</p> <p>Low-cost solutions both economically and environmentally are the only solutions that should be considered for Little Cottonwood Canyon.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Allisen Hansen</p>	
54202	Hansen, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Hansen</p>	A32.3A; A32.3F
46219	Hansen, Anela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anela Hansen</p>	A32.3A; A32.3F
48589	Hansen, Anli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anli Hansen</p>	A32.3A; A32.3F
49512	hansen, aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aspen hansen</p>	
42687	Hansen, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Hansen</p>	A32.3A; A32.3F
53210	Hansen, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Hansen</p>	A32.3A; A32.3F
39342	Hansen, Barb	<p>All these solutions are meant to improve air quality and protect the wilderness areas BUT NONE OF THEM DO!! None of the solutions stop at trailheads or consider that the canyons are used for anything beyond skiing at the 2 resorts in the canyon. Until there is a solution that allows stops so people can "USE" the canyon in all sorts of ways year round this whole project has missed it mark. A plethora of canyon users use the rest of the canyon for other activities, hiking, climbing, picnicking, camping, photography, pleasant drives, spelunking, photography, etc. and NONE of those people needs have been addressed in any of these solutions! So they will continue to drive up the canyon, Not because they want to but because they have no other way to get where they are wanting to go in the canyon. These solutions have not resolved any problems they are just costing the people of Utah 100s of millions of dollars to have canyon users left driving the canyon to get where they want to go. Where will all the fare or toll money go? These solutions especially the solutions based out of La Caille are not only an attempt to line the pocket of the property owners by building this "base business structure" for LaCaille to profit from at the expense of Utah taxpayers but it DOES NOT Address the problem, AND causes irreparable damaging to wilderness area and the canyon. Instead of increasing public transportation that makes tops up the canyon to see if that helps BEFORE SPEND MILLIONS on other projects. Bus service has been reduced making the problem worse as if to "accentuate" the issue. The wilderness areas should be available to everyone not just those who can afford to buy their way in to enjoy it. UDOT should find real solutions that address use of the WHOLE canyon. Until you can SHOW that any of these solutions will actually reduce the traffic in the canyons and actually address the issues, NONE of them should be seriously considered.</p>	A32.29VV
55130	Hansen, Brady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brady Hansen</p>	
48491	Hansen, Bronwyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bronwyn Hansen</p>	A32.3A; A32.3F
39891	HANSEN, Carol	<p>The construction and maintenance of the gondola is in direct violation of the roadless rules for this wilderness area. NOBODY except the developers want this. The county council, Mauor of Alta, Mayor of SLC, etc. The resorts in Alta will all be negatively impacted. There is no consideration of the multiple users of the LCC, hikers, bikers, climbers, etc. There will be a huge amount of destruction of destruction of our precious wilderness areas to build the gondola. A vast majority of comments in the first round of comments were against the gondola. Let's stop a few rich developers from taking advantage of tax payers that will never even use it. Such a waste of money and pristine places!</p>	A32.29VV
47603	Hansen, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Hansen</p>	A32.3A; A32.3F
54758	Hansen, Chelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsey Hansen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53596	Hansen, Cherise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cherise Hansen</p>	A32.3A; A32.3F
46198	Hansen, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Hansen</p>	A32.3A; A32.3F
55840	Hansen, Easton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Easton Hansen</p>	A32.3A; A32.3F
40610	Hansen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hansen</p>	
49257	Hansen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hansen</p>	A32.3A; A32.3F
54273	Hansen, Gabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabi Hansen</p>	A32.3A; A32.3F
48997	Hansen, Halle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halle Hansen</p>	A32.3A; A32.3F
47908	Hansen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Hansen</p>	
54748	Hansen, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Hansen</p>	A32.3A; A32.3F
56092	Hansen, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Hansen</p>	A32.3A; A32.3F
42697	Hansen, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Hansen</p>	A32.3A; A32.3F
49043	Hansen, Jayde	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayde Hansen</p>	
56115	Hansen, Jayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayne Hansen</p>	A32.3A; A32.3F
51217	Hansen, Jillmarie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillmarie Hansen</p>	A32.3A; A32.3F
53818	Hansen, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kaitlyn Hansen</p>	
48957	Hansen, Karlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karlie Hansen</p>	A32.3A; A32.3F
55122	Hansen, Layne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Layne Hansen</p>	A32.3A; A32.3F
43412	Hansen, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Hansen</p>	A32.3A; A32.3F
46012	Hansen, Malone	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malone Hansen</p>	
51112	Hansen, Marcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcy Hansen</p>	A32.3A; A32.3F
41196	Hansen, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Hansen</p>	A32.3A; A32.3F
46748	Hansen, Marni	<p>To whom it may concern,</p> <p>This is a text book, literally in text books, glacial canyon. The gondola would forever ruin the canyon. Electric buses! I don't want to pay for the transportation, just to make the two ski resorts more money.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marni Hansen</p>	A32.3A; A32.3F
52996	Hansen, Meghan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Hansen</p>	
45918	Hansen, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Hansen</p>	A32.3A; A32.3F
44772	Hansen, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Hansen</p>	A32.3A; A32.3F
53578	Hansen, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Natalie Hansen	
48025	Hansen, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Hansen</p>	A32.3A; A32.3F
41239	Hansen, Peter	I am firmly against a gondola built in Little Cottonwood Canyon. It seems it would only be useful only at peak times during the ski season in the morning and would only have a handful or riders the largest majority of the time. Tax payers money could be spent more wisely than fixing this very small seasonal problem.	A32.29VV
50744	Hansen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Hansen</p>	A32.3A; A32.3F
46238	Hansen, Raymond	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raymond Hansen</p>	A32.3A; A32.3F
52111	Hansen, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Hansen</p>	
45200	Hansen, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Hansen</p>	A32.3A; A32.3F
50633	Hansen, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hansen</p>	A32.3A; A32.3F
45104	Hansen, Rylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylee Hansen</p>	A32.3A; A32.3F
44226	Hansen, Sarah	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Hansen</p>	
39629	Hansen, Sheldon	The path for the proposed service for (LCC) needs to be changed to protect the Environment which it can be done to protect the everyone involved. I will be more than happy to show you the option I have in mind that would make even the public get behind the path. If I don't hear from you I will assume you have no interest in hearing a positive outcome for all parties on the (LCC). Regards, SHansen	A32.29VV
50703	Hansen, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Hansen</p>	A32.3A; A32.3F
39771	Hansen, Steven	I'm definitely a fan of the gondola option and how it will only require small construction projects within the canyon. Plus as tourists increase in Utah they will prefer the gondola instead of putting more cars in the road.	A32.29VV
40661	Hanser, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Hanser</p>	A32.3A; A32.3F
56039	Hanson, Bill	I am William Hanson. I have resided in Sandy, Utah, for over forty-five years, during which I have skied and hiked countless times in Little Cottonwood Canyon. I am well acquainted with its traffic patterns and its lovely and mostly pristine landscape. The following comments assume that the parts of Little Cottonwood Canyon that will be impacted by the construction and operation of a gondola are covered by the United Forest Service's 2001 Roadless Rule. It "establishes prohibitions on road construction, road reconstruction, and timber	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>harvesting on . . . inventoried roadless areas on National Forest System lands. The intent of the 2001 Roadless Rule is to provide lasting protection for inventoried roadless areas within the National Forest System in the context of multiple-use management."</p> <p>If, as the Snowbird Resort hopes, a gondola system will be built at Utah taxpayers' expense to carry skiers and others from Sandy (rumor has it that the Resort has already purchased land for that purpose near the La Calle Restaurant) to its Little Cottonwood Canyon ski resort, I am concerned the construction, placement, use and maintenance of those many tall gondola towers, concrete support pads, equipment and tools sheds, miles long transportation cables, and gondolas will not only mar the canyon's beauty and wilderness qualities, but will also violate the 2001 Roadless Rule. A gondola system and its many accouterments are just parts of an elevated road because, like the paved Little Cottonwood road, they will, if approved, transport people and commerce up and down the Canyon. Moreover, a gondola and its accoutrements will, in addition to being unsightly and destroying canyon vistas and vegetation, permanently and irreparably damage the Canyon because they will not, as the 2001 Forest Service Rule notes, "provide lasting protection for inventoried roadless areas within National Forest System in the context of multiple-use management." For those reasons, a gondola system should not be built in Little Cottonwood Canyon. Thanks for considering my concerns.</p>	
46192	Hanson, Corey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corey Hanson</p>	A32.3A; A32.3F
40223	Hanson, Erik	No gondola.	A32.29VV
56311	Hanson, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Hanson</p>	A32.3A; A32.3F
41089	Hanson, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Hanson</p>	
43735	Hanson, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Hanson</p>	A32.3A; A32.3F
42698	Hanson, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Hanson</p>	A32.3A; A32.3F
42324	Hanson, Mark	<p>I AM NOT FOR THE GONDOLA PROJECT. This is a project that is going to line some rich peoples pockets and only benefit specific groups. This is not an equitable solution. It only benefits the ski resorts and the activities they profit from. This is so much more about businesses making money, than people being able to enjoy the outdoors where and how they want.</p>	A32.29VV
41573	Hanson, Matt	<p>Please do not permanently scar Little Cottonwood Canyon, which a gondola and road widening will do. A gondola is high cost and only benefits a couple of private businesses, and the vast majority of people being asked to pay for it will see no benefit. If Alta and Snowbird want a gondola, they should pay for it. A gondola is nothing short of theft of the people. Support for it is clearly being funded and lobbied by the businesses and people that stand to profit from it. Furthermore, a gondola will sit unused much of the year, and doesn't make any stops for users of the canyon not headed to the top. What if it needs to be closed for maintenance or can't run due to weather? A gondola only moves the congestion to the mouth of the canyon and it's adjacent neighborhoods instead of alleviating it. As a resident of Cottonwood Heights I do not want more cars blocking driveways and roads and trying to find places to park that don't exist. A gondola would be an unnatural eyesore in a beautiful natural canyon. The negative impacts a gondola would bring far outweigh any real (or imagined) positives. Balancing supply and demand with crowds in access-restricted places is not a new problem. Arches National Park recently started a reservation system. Zion National Park recently began a permit system for hiking Angel's Landing. The only viable solution is to limit an extremely large (and quickly growing) visitor demand for a destination (both top and bottom of canyon) that has a physical capacity limitation. As evidenced with proven precedent solutions, a permit system or appropriately priced toll or anything that restricts/limits cars will solve the problem, and may even generate revenue. There are also creative solutions that seem to be overlooked like allowing only bus traffic until a certain time of day, etc. In any case, please please please do not destroy the natural beauty of Little Cottonwood Canyon with permanent scars.</p>	A32.29VV
41666	Hanson, Nancy	<p>The gondola threatens 3 Inventoried Roadless Areas in LCC, significantly impacting and fragmenting it's character. It is preposterous to claim that all the infrastructure of an 8 mile gondola is not a "road", given it is for highway purposes in transporting skiers to Alta and Snowbird. A gondola is not consistent with the 2001 Roadless Rule, and would pollute the</p>	A32.3A; A32.3G; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>wilderness ecosystem and roadless character while offering no advantages to non-Alta/Snowbird users.</p> <p>The gondola is a horrible (and horribly expensive) plan that will result in a loss of the cherished undeveloped character of LCC that provides so much to SL county residents.</p> <p>In regard to air quality, please compare the impact of electric buses to diesel fueled buses.</p>	
52755	Hanson, Romney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Romney Hanson</p>	A32.3A; A32.3F
50074	Hanson, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hanson</p>	A32.3A; A32.3F
47888	Hanson, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Hanson</p>	A32.3A; A32.3F
40778	Hanz, Liana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liana Hanz</p>	
55459	Hanza, Brigham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brigham Hanza</p>	A32.3A; A32.3F
55456	Hanza, Crystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crystal Hanza</p>	A32.3A; A32.3F
55458	Hanza, Ivo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ivo Hanza</p>	A32.3A; A32.3F
53494	Hanza, Roxanne	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roxanne Hanza</p>	
49833	Hanzlik-Green, Keeton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keeton Hanzlik-Green</p>	A32.3A; A32.3F
41897	Hapenny, Seth	<p>Why should my tax dollars subsidize a private business?</p> <p>The gondola will only help the ski resort's profits and in turn will ruin an ecosystem all at the behest of my pay check.</p>	A32.29VV
53936	Harbertson, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Also █████ YOU.</p> <p>Regards, Jonah Harbertson</p>	A32.3A; A32.3F
51568	Harbertson, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Harbertson</p>	
45773	Harbo, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Harbo</p>	A32.3A; A32.3F
43126	Harcourt, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Harcourt</p>	A32.3A; A32.3F
39352	Hardebeck, Lawrence	Widening the road for buses should preferred over the gondola. The gondola has a very negative visual impact and should not be approved.	A32.29VV
41626	Harden, Fred	Please enhance the public bus service to the areas. That's one of the great things about SLC and the canyons - the presence of city busses that can affordably access the ski areas.	A32.29VV
43272	Harden, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Harden</p>	A32.3A; A32.3F
43406	Harden, Rowan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rowan Harden</p>	
48153	harden, Wesley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wesley harden</p>	A32.3A; A32.3F
54142	Hardesty, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock Hardesty</p>	A32.3A; A32.3F
48335	Hardin, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Hardin	
53908	Harding, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Harding</p>	A32.3A; A32.3F
54846	Harding, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Harding</p>	A32.3A; A32.3F
47134	Harding, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Harding</p>	A32.3A; A32.3F
39298	Hardman, Mark	NO GONDOLA! Enhanced bus service.	A32.29VV
40764	Hardwick, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Hardwick</p>	
43730	Hardy, Abi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abi Hardy</p>	A32.3A; A32.3F
51446	Hardy, Abner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abner Hardy</p>	A32.3A; A32.3F
53835	Hardy, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Hardy</p>	A32.3A; A32.3F
43974	Hardy, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Hardy</p>	
43319	Hardy, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Hardy</p>	A32.3A; A32.3F
45928	hardy, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor hardy</p>	A32.3A; A32.3F
53162	Hardy, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Diana Hardy	
42002	Hardy, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Hardy</p>	A32.3A; A32.3F
43922	Hardy, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Hardy</p>	A32.3A; A32.3F
43609	Hardy, Maddi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddi Hardy</p>	A32.3A; A32.3F
43332	Hardy, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Hardy</p>	
47773	Hardy, Rachelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachelyn Hardy</p>	A32.3A; A32.3F
54920	Hare, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Hare</p>	A32.3A; A32.3F
53179	HAREN, PIERRE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, PIERRE HAREN</p>	A32.3A; A32.3F
47296	Hargrove, Mo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mo Hargrove</p>	
46700	Hariton, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Hariton</p>	A32.3A; A32.3F
50533	Harker, Addilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addilyn Harker</p>	A32.3A; A32.3F
52586	Harker, Kamryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamryn Harker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46236	Harker, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Harker</p>	A32.3A; A32.3F
43268	Harkey, Genin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Genin Harkey</p>	A32.3A; A32.3F
43620	Harkin, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Harkin</p>	A32.3A; A32.3F
43088	Harkins, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Harkins</p>	
55322	Harkins, Clare	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clare Harkins</p>	A32.3A; A32.3F
41211	Harkins, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Harkins</p>	A32.3A; A32.3F
56091	Harlam, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Harlam</p>	A32.3A; A32.3F
45780	Harlan, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Harlan</p>	
46697	Harlan, Kelbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelbie Harlan</p>	A32.3A; A32.3F
40819	Harlander, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Harlander</p>	A32.3A; A32.3F
50861	Harley, Eva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eva Harley</p>	A32.3A; A32.3F
54432	Harline, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Harline</p>	
53028	Harman, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Harman</p>	A32.3A; A32.3F
54149	Harman, Cedros	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cedros Harman</p>	A32.3A; A32.3F
53431	Harman, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Maria Harman	
54808	Harman, Zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoey Harman</p>	A32.3A; A32.3F
52741	Harmer, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Harmer</p>	A32.3A; A32.3F
55058	Harmer, Russ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Russ Harmer</p>	A32.3A; A32.3F
44612	Harmeyer, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Harmeyer</p>	
54201	Harmon, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Harmon</p>	A32.3A; A32.3F
47420	Harmon, Ashlynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlynn Harmon</p>	A32.3A; A32.3F
52181	Harmon, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Harmon</p>	A32.3A; A32.3F
49662	Harmon, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Harmon</p>	
41070	harmon, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya harmon</p>	A32.3A; A32.3F
44349	Harmon, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Harmon</p>	A32.3A; A32.3F
49753	Harnois, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Harnois</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45904	Haro, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Haro</p>	A32.3A; A32.3F
44764	Haro, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Haro</p>	A32.3A; A32.3F
44189	Harouny, Jasmine	<p>To whom it may concern,</p> <p>I have lived in Utah all my life and know we can find a better solution, such as better bussing, (higher wages for bus drivers and a much more frequent schedule), rather than this expensive and damaging "solution" which does nothing to solve the problem.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Harouny</p>	A32.3A; A32.3F
40693	Harp, Ariel	<p>I do not want a gondola in Utahs roadless areas, the gondola should be included as a road this way it doesn't sneak by the rule and cause irreversible damage to the environment. I cannot describe how much the gondola will ruin the canyons I grew up in and I am so tired of fighting for the right thing, so make the right decision for me and all of my friends, family and community NO GONDOLA</p>	A32.3G
49816	Harp, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Harp</p>	
44802	Harper, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Harper</p>	A32.3A; A32.3F
47038	Harper, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Harper</p>	A32.3A; A32.3F
52446	Harper, Breelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breelyn Harper</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40627	Harper, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Harper</p>	A32.3A; A32.3F
55626	Harper, Gina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gina Harper</p>	A32.3A; A32.3F
51899	harper, Jasmyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmyn harper</p>	A32.3A; A32.3F
52635	Harper, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Harper</p>	
55391	Harper, Kerri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerri Harper</p>	A32.3A; A32.3F
46153	Harper, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Harper</p>	A32.3A; A32.3F
52175	Harr, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexie Harr</p>	A32.3A; A32.3F
48585	Harrah, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Harrah</p>	
45656	Harrah, Kiara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiara Harrah</p>	A32.3A; A32.3F
42204	Harrell, Janna	<p>Please protect Little Cottonwood Canyon and do not violate the Roadless Rule. I do not want gondola towers in protected areas as they will have a massive impact not only when they are constructed, but with ongoing maintenance. Roadless areas should be protected. They are scarce and their value only increases with time as there are fewer and fewer of them. We need to protect the flora and fauna and our water quality. If you build towers in the Roadless areas how will vegetation and animals be restored to the area? We do not need an incredibly expensive and impactful development in our precious canyon that benefits few people for little if any benefit. Why not promote electric buses which can be easily adjusted to run on demand? Why isn't this part of the consideration and analysis? I am a local Utah resident and I do not support a proposal that reduces acres classified as "roadless" let alone the taxes required to forever damage these precious areas. Do not build a gondola!</p>	A32.3A; A32.3F
48369	Harrell-Abbey, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Harrell-Abbey</p>	A32.3A; A32.3F
44798	Harrington, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dane Harrington</p>	
46094	Harrington, Gage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gage Harrington</p>	A32.3A; A32.3F
39960	Harrington, Jacob	<p>No gondola! Use common sense solutions such as restricting single drivers in vehicles. Encourage car pooling and bussing.</p>	A32.29VV
50157	Harrington, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Harrington</p>	A32.3A; A32.3F
47856	Harrington, Nathanael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathanael Harrington</p>	A32.3A; A32.3F
48480	Harrington, Rebecca-Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca-Danielle Harrington</p>	
43074	Harrington, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Harrington</p>	A32.3A; A32.3F
46979	Harris, Adara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adara Harris</p>	A32.3A; A32.3F
45445	Harris, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Harris</p>	A32.3A; A32.3F
52518	Harris, Ashlee	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Harris</p>	
52997	Harris, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Harris</p>	A32.3A; A32.3F
41882	Harris, Brooks	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooks Harris</p>	A32.3A; A32.3F
55215	Harris, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Cole Harris	
50358	Harris, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Harris</p>	A32.3A; A32.3F
43527	Harris, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Harris</p>	A32.3A; A32.3F
48069	Harris, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Harris</p>	A32.3A; A32.3F
50039	harris, fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, fiona harris</p>	
53075	Harris, Gary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gary Harris</p>	A32.3A; A32.3F
51082	Harris, Jayde	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayde Harris</p>	A32.3A; A32.3F
50345	harris, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill harris</p>	A32.3A; A32.3F
46668	Harris, Jodi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jodi Harris</p>	
46438	Harris, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Harris</p>	A32.3A; A32.3F
45777	Harris, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Harris</p>	A32.3A; A32.3F
53188	Harris, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As Utah residents, we are the stewards of the beautiful land we live in. The gondola solution is a gross misuse of power and a representation of how today's society values man's greed over the land we are tasked to protect and enjoy.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Julie Harris</p>	
46390	Harris, Kassi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassi Harris</p>	A32.3A; A32.3F
50619	Harris, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Harris</p>	A32.3A; A32.3F
51283	Harris, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Harris</p>	A32.3A; A32.3F
52746	harris, lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lily harris</p>	
41683	Harris, Liz	<p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p>	A32.3F
45348	Harris, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Harris</p>	A32.3A; A32.3F
40968	Harris, Micki	<p>Dear UDOT-</p> <p>We can not be changing the laws that were set forth to protect our lands. Bending the rules so that we can certify the gondola is not an honest play and illegal. I see that you are claiming that the gondola is not a road, but you know very well that you have 22 towers that require 2 acres of cemented land and you will need a permanent access road paved to those towers. The gondola may fly high in the sky, but the base and the structures will not.</p> <p>Do not try to fit a round peg in a square hole. I felt that you already justified that with your scope on the EIS being so narrowed to fit your narrative. Now, you're not considering electric busses? I ask that if you're going to be selective and pick and choose that you do it honestly and fairly.</p> <p>Micki Harris</p> <p>Save Not Pave</p>	A32.3G; A32.3H; A32.10G
45596	Harris, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Harris</p>	A32.3A; A32.3F
51665	Harris, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Harris</p>	
55473	Harris, Raheim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raheim Harris</p>	A32.3A; A32.3F
44792	Harris, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Harris</p>	A32.3A; A32.3F
56084	harris, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ryan harris</p>	
40385	Harris, Sidney	<p>The proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan. The gondola would be a terrible misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat) Our watershed is so important as the cottonwood canyons contribute 60% of the valley's water. This construction would create so much harm to the protected watershed. I am grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have in both Big and Little Cottonwood Canyon.</p>	A32.3G
48210	Harris, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Harris</p>	A32.3A; A32.3F
49532	Harris, Trenton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trenton Harris</p>	A32.3A; A32.3F
53090	Harris, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Harris</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42524	Harrison, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Harrison</p>	A32.3A; A32.3F
47678	Harrison, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Harrison</p>	A32.3A; A32.3F
41848	Harrison, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Harrison</p>	A32.3A; A32.3F
53146	Harrison, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Harrison</p>	
52356	Harrison, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Harrison</p>	A32.3A; A32.3F
39990	Harrison, Holly	Please NO GONDOLA in Utah's beautiful canyons!	A32.29VV
53108	Harrison, Jordann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordann Harrison</p>	A32.3A; A32.3F
48955	Harrison, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Harrison</p>	A32.3A; A32.3F
45874	Harrison, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Harrison</p>	
41170	Harrison, Madie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madie Harrison</p>	A32.3A; A32.3F
50391	Harrison, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Harrison</p>	A32.3A; A32.3F
45171	Harrison, Settie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Settie Harrison</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48434	Harrison, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Harrison</p>	A32.3A; A32.3F
45905	harrison, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney harrison</p>	A32.3A; A32.3F
50639	Harrison, Tracey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tracey Harrison</p>	A32.3A; A32.3F
44853	Harrison, Violet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Violet Harrison</p>	
39834	harrold, wendy	<p>The gondola has to be one of the worst proposals in the history of Utah. There are better solutions for everyone, not just the rich and government employees. No Gondola in LCC.</p> <p>Thank You</p>	A32.29VV
43801	Harry, Mya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mya Harry</p>	A32.3A; A32.3F
39570	Hart, Allhyn	<p>The gondola will destroy Alta as we know it. It will not make the road safer and will encourage more congestion on the slopes, in parking lots, in the canyon. There has to be a limit on the # of people in the canyon. Anything wild needs protection. If all we can do is limit the # of people in the canyon at any one time, that is what should happen. To allow any traffic on 210 in winter is dangerous. Build adequate snow sheds. Don't keep up the "more is better" thinking.</p>	A32.29VV
50993	Hart, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Hart</p>	A32.3A; A32.3F
56339	Hart, Hannah	<p>To whom it may concern,</p> <p>I'm writing to express my disapproval of the Little Cottonwood Canyon Gondola project. Please consider investing that money into the bus system instead! It seems a more robust public transit system would achieve the same goals of the gondola, with much less impact.</p> <p>I'm concerned about the permanency of this project. The potential for it to affect the watershed and the plethora of outdoor activities and sports that take place there seems to outweigh getting people up the canyon to ski the resorts.</p> <p>Both people who support and oppose the gondola want to preserve our canyons and make them more accessible. Still, it's hard to see the good intention of the gondola. As an SLC resident, it appears much more like a money grab than it does a way to help the environment. The impact of the gondola will be irreversible while other solutions have yet to be invested in. Imagine if well over a billion dollars was targeted at other solutions.</p> <p>It's concerned that the project is trying to find loop holes in rules that were written to protect the environment. Much of that land is classified as "Roadless" and should remain untouched by construction.</p> <p>Thank you for your time, and please consider alternatives to the gondola.</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hannah Hart	
43839	Hart, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Hart</p>	A32.3A; A32.3F
43734	hart, Mccaye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mccaye hart</p>	A32.3A; A32.3F
42566	Hart, Ross	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ross Hart</p>	A32.3A; A32.3F
40558	Hart, Sara	I've lived here my whole life, please don't put up this gondola you greedy ██████████	A32.29VV
49976	Hart, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Hart</p>	
46262	Hartley, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Hartley</p>	A32.3A; A32.3F
49275	Hartley, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Hartley</p>	A32.3A; A32.3F
49529	Hartman, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Hartman</p>	A32.3A; A32.3F
40297	Hartman, Taylor	<p>It disturbs me greatly to see that UDOT is insensitive to all the negative feedback they have received from the people to Utah to satisfy the needs of a greedy few. Permanent damage to our remarkable canyons will be forever remembered as your black mark on history. The evidence clearly suggests there are better recommendations on the table which you will not even consider regardless of their merits AND the will of the vast majority of people you are supposed to serve.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52544	Hartmann, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Hartmann</p>	A32.3A; A32.3F
51462	Hartnett, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Hartnett</p>	A32.3A; A32.3F
43828	Hartshorn, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Hartshorn</p>	A32.3A; A32.3F
52892	Hartvigsen, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Hartvigsen</p>	
40000	Hartwig, Randy	I do not want a gondola in Little Cottonwood Canyon or any roadless area.	A32.3A; A32.3F
50273	Hartzold, Kali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kali Hartzold</p>	A32.3A; A32.3F
52502	Harvey, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Harvey</p>	A32.3A; A32.3F
40714	Harvey, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Harvey</p>	A32.3A; A32.3F
40313	Harvey, Lura	Protect climbing in Little Cottonwood Canyon—a gondola is not the answer. We can improve traffic in the canyon while protecting climbing by expanding bus service and limiting winter travel to busses only. This is a modern, affordable and eloquent solution the results in a win-win for all.	A32.29VV
45364	Harvey, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Harvey</p>	
49743	Harward, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Harward</p>	A32.3A; A32.3F
51890	Harward, Kenadee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenadee Harward</p>	A32.3A; A32.3F
54720	Harwood, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Becca Harwood	
54716	Harwood, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Harwood</p>	A32.3A; A32.3F
41189	Harwood, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Harwood</p>	A32.3A; A32.3F
48415	Harwood, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Harwood</p>	A32.3A; A32.3F
52476	Harwood, Kalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalee Harwood</p>	
52998	Hascall, Jaiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaiden Hascall</p>	A32.3A; A32.3F
41731	Hase, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hase</p>	A32.3A; A32.3F
41906	Hase, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Hase</p>	A32.3A; A32.3F
42192	Hasebi, Kari	<p>Gondola or not, there needs to be a way for residents to get to and from their homes around LLC. The streets are completely backed up and used as parking lots. I appreciate Sandy City trying something new to free up SR209, but Cottonwood Heights could care less about traffic on Wasatch and SR210.</p>	A32.29VV
48120	Hashemizadeh, Romina	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Romina Hashemizadeh</p>	
49284	Hashimoto, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Hashimoto</p>	A32.3A; A32.3F
41167	Haskell, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Haskell</p>	A32.3A; A32.3F
54034	haskew, Macey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Macey haskew	
44131	Hasko, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Hasko</p>	A32.3A; A32.3F
46742	Haslam, Celi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Celi Haslam</p>	A32.3A; A32.3F
41153	Haslam, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Haslam</p>	A32.3A; A32.3F
50651	Haslam, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Haslam</p>	
55964	Hastings, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Hastings</p>	A32.3A; A32.3F
50191	Hasty, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyson Hasty</p>	A32.3A; A32.3F
43685	Hatch, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Hatch</p>	A32.3A; A32.3F
52757	Hatch, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Hatch</p>	
49459	Hatch, Autumn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Autumn Hatch</p>	A32.3A; A32.3F
47902	Hatch, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Hatch</p>	A32.3A; A32.3F
41738	Hatch, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Hatch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44796	hatch, Manawa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Manawa hatch</p>	A32.3A; A32.3F
40893	Hatch, Margaret	PLEASE stop this effort to just please the ski resorts at such a high price. The gondola is an awful idea that doesn't serve the public's needs	A32.29VV
46019	Hatch, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Hatch</p>	A32.3A; A32.3F
40913	Hatch, Stacey	I was extremely disappointed to hear about UDOT's proposal to build the "world's largest gondola" up Cottonwood Canyon. Based on what I've researched, the Gondola seeks to solve a traffic and pollution problem, without considering the true needs of the community. Tax payer dollars should go towards transportation solutions that benefit all residents. I would urge UDOT to consider other options - better public transport options, carpooling incentives, and EV alternatives before spending countless years, and \$500 million in tax pay dollars, to build infrastructure that only supports skiers. As someone not even originally from Utah, I would hate to see the beauty I've come to love disturbed for the building of a gondola. Though well intentioned, this proposal truly doesn't serve the community.	A32.29VV
52614	Hatfield, Adynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adynn Hatfield</p>	A32.3A; A32.3F
51842	hatfield, chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, chloe hatfield</p>	
43646	Hathaway, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Hathaway</p>	A32.3A; A32.3F
53689	Hathaway, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Hathaway</p>	A32.3A; A32.3F
49955	Hathcock, Sean	<p>To whom it may concern,</p> <p>This is a highly contested plan that will use working class tax dollars (who is the majority) to fund a project that will go to enriching the very few. I believe this project is not mechanically sound, and is based on business theory and monetary gain more than anything. This project does not bring a community together, it will further divide the rich from the poor and ultimately reduce access to an already overly commoditized canyon. Nature is for everyone, but increasingly, certain "people" think they own the rights to this access.</p> <p>I believe there are plenty more viable options such as, avy tunnels, electric busses (that only run in canyons), and more importantly as powder mountain has effectively demonstrated...reducing and limiting ticket sales accordingly. It seems the greed for money and neglect of the community are the driving forces in the perpetuation of the gondola. Why can't we vote on this?</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>As an outdoor enthusiast and frequent wilderness visitor, I can see the true reality of nature. We are just playing games with the only resources we have, and this needs to stop. As a people, we need to respect the few remaining expanses we have even if it comes at a financial loss. Money is fake, nature is real and its one of the only things that can connect us to our mortality in an ever more detached society.</p> <p>Please dont destroy our canyon, we love it more than any business ever could. Id rather reduce my visits than see the beauty of eternity commoditized into another american shopping mall.</p> <p>Regards, Sean Hathcock</p>	
51036	Hattabaugh, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Hattabaugh</p>	A32.3A; A32.3F
50314	Hatton, Hana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hana Hatton</p>	A32.3A; A32.3F
43991	Hatton, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, James Hatton	
53776	Hatzfeld, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Hatzfeld</p>	A32.3A; A32.3F
48071	Hatzidakis, Kait	<p>To whom it may concern,</p> <p>This is critical to our societal wealth and community stakeholders. As a UT tax payer for the last 10 years, Listen up:</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I find this an extreme violation of our public use dollars before our public funded teachers are given livable wages. Read that again.</p> <p>Regards, Kait Hatzidakis</p>	A32.3A; A32.3F
53570	Hauber, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Hauber</p>	A32.3A; A32.3F
40573	Hauer, Peter	Stop stuffing more people up our watershed canyons.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40555	Haueter, Robin	I am absolutely against putting a gondola in to help traffic. Our ELEMENTARY SCHOOLS need more help than anything. Our community needs to focus better on our children. That money should not be going towards that. Support our schools, children, and teachers first.	A32.29VV
54583	Haug, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Haug</p>	A32.3A; A32.3F
49286	Haug, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Haug</p>	A32.3A; A32.3F
48400	Haugen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Haugen</p>	A32.3A; A32.3F
46417	Haughn, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Haughn</p>	
48925	Haulenbeek, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Haulenbeek</p>	A32.3A; A32.3F
40606	Haupt, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Haupt</p>	A32.3A; A32.3F
53829	Haupt, Marin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marin Haupt</p>	A32.3A; A32.3F
40625	Hauptman, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Hauptman</p>	
50487	Hauri, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Hauri</p>	A32.3A; A32.3F
54675	Hauser, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Hauser</p>	A32.3A; A32.3F
43992	Hauser, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Hauser</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40971	Hauser, Susi	Once again I am submitting a comment opposed to the gondola in Little Cottonwood Canyon. Apparently, the vast majority of comments are opposed to the gondola; however, in spite of this, UDOT picked this option as the preferred option. It is frustrating and yet I keep hoping that the outcome will change; hence, one more comment.	A32.29VV
45045	Hauser, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Hauser</p>	A32.3A; A32.3F
44554	Hausheer, Myranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myranda Hausheer</p>	A32.3A; A32.3F
48712	Hausman, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Hausman</p>	A32.3A; A32.3F
47592	Haustein, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Haustein</p>	
48647	Havdoglous, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Havdoglous</p>	A32.3A; A32.3F
40899	Havener, Jen	Tax payers should not pay for the benefit of two resorts. Preserve the integrity of the canyon please!	A32.29VV
45818	Havlik, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Havlik</p>	A32.3A; A32.3F
45627	Hawatmeh, Serena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Serena Hawatmeh</p>	A32.3A; A32.3F
51104	Hawes, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Hawes</p>	
54674	hawes, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy hawes</p>	A32.3A; A32.3F
42171	Hawes, Raleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raleigh Hawes</p>	A32.3A; A32.3F
43232	Hawes, Ty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ty Hawes	
42104	Hawker, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hawker</p>	A32.3A; A32.3F
45801	Hawkes, Grayson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grayson Hawkes</p>	A32.3A; A32.3F
52913	Hawkes, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Hawkes</p>	A32.3A; A32.3F
49015	Hawkes, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Hawkes</p>	
44286	Hawkins, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Hawkins</p>	A32.3A; A32.3F
52822	hawkins, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate hawkins</p>	A32.3A; A32.3F
44426	Hawkins, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy Hawkins</p>	A32.3A; A32.3F
40902	Haws, Acacia	<p>Locals Utahans don't want a gondola. We don't want to pay that much money for improved access to a couple ski resorts. The gondola would hope to improve accessibility from the road as a by-product of its construction, which I wouldn't take as a given with Utah's rate of growth; instead, Utahans would rather the improved accessibility be the primary problem addressed by the proposed solution. The gondola, if built, will be a massive, ludicrously expensive monument to a fraction of Utah's many recreational communities while simultaneously scarring some of Utah's most popular views. Public money must go to the public, long-term good. Shuttles and buses maximize public benefit while minimizing the footprint of new construction on wild land.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50906	Haws, Betsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is a horrible idea. Please don't do this and listen to the voices of SLC.</p> <p>Regards, Betsy Haws</p>	A32.3A; A32.3F
53400	Haws, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Haws</p>	A32.3A; A32.3F
43748	Haws, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Haws</p>	A32.3A; A32.3F
45600	Haws, McKaye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is more than just opening a road, it is a cause of destruction to natural nature which Utah is all about. Please do not take this light, we as a community should actively be trying to save these areas, not build to build a supposedly "better" community when destruction is inevitable. Especially when the road will go through an area that is close to many citizens, and activities. We plead with you, do not let us go unheard!</p> <p>Regards, McKaye Haws</p>	
45881	Haws, Zora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zora Haws</p>	A32.3A; A32.3F
49651	Hawver, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Hawver</p>	A32.3A; A32.3F
53411	Hay, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not serve the community if there are not more stops for people to enjoy the public lands. This should not just serve skiers, but instead serve people year round that want to hike, bike, picnic, climb, etc. If we are to permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area, then it should be for the explicit purpose of increasing equitable access to the outdoors. This gondola has the potential to be a draw to our region and an important resource to families, schools, and to give access to the mountains to people that normally don't see the mountains as for them. Change the plan to create true public access and transit to the outdoors and do something no other state is doing.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. This gondola should be redesigned for less impact and greater year round service.</p> <p>I understand we need solutions. If this were to happen, I think there should be a consideration of making it the only time something like this is developed. Close the door behind you. Use this project as a way to increase access to that particular canyon and protect the rest. Figure out how to leverage this to not just be environmental destruction and outdoor recreation elitism, but a way to create equity and protect other wilderness as a retribution.</p> <p>I feel both the plan and the outrage for building access are elitist and missing the point. Consider longevity, consider sustainability, consider equity, consider community, consider conservation, and come back to with a plan that is actually functional.</p> <p>Regards, Peter Hay</p>	
44317	hayd, Vie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vie hayd</p>	A32.3A; A32.3F
42314	Hayden, Bob	<p>You Are for protecting roadless areas but none of you options stop at any trailheads. Better just hand it back to the legislature.</p>	A32.29VV
44342	Haydock, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Haydock</p>	A32.3A; A32.3F
43043	Hayes, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Hayes</p>	
42719	Hayes, Adelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adelle Hayes</p>	A32.3A; A32.3F
41905	hayes, clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, clara hayes</p>	A32.3A; A32.3F
48868	Hayes, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hayes</p>	A32.3A; A32.3F
55837	Hayes, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Hayes</p>	
53788	Hayes, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Hayes</p>	A32.3A; A32.3F
51086	Hayes, Miya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miya Hayes</p>	A32.3A; A32.3F
51099	Hayes, Pamela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Pamela Hayes	
46439	Hayes, Perry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perry Hayes</p>	A32.3A; A32.3F
55813	Hayley, Page	<p>To whom it may concern,</p> <p>I am against the Little Cottonwood Canyon Gondola project as it is an ineffective use of taxpayers dollars towards an ill-advised response to a problem. The gondola will reduce natural resources, destroying access for rock climbers, disrupting activity for other sports, and impact the ecological significance of the area. While I understand the gondola is technically an exception to the "roadless" ruling, I am disappointed by your liberal interpretation of the law. We should seek to preserve access for people present and for generations to come. Please be a part of making the planet both a habitable and equitable place for years to come by limiting the expansion of a gondola which is an undue burden on the taxpayers of Utah and has incalculable impact on the people who utilize it. I encourage you to seek better, more sustainable solutions as we build the world to come.</p> <p>Regards, Page Hayley</p>	A32.3F
40179	Haymond, Jeff	The gondola would be an extremely bad idea! Snow sheds, tolls and buses/shuttles are the answer.	A32.29VV
42186	Haymond, Jeff	Gondola is a BAD idea! Snow sheds/ road widening/ tolls and bus/shuttle service is the best option!	A32.29VV
51666	Haymond, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Haymond</p>	A32.3A; A32.3F
45666	Haymore, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Haymore</p>	
52920	Hayne, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Hayne</p>	A32.3A; A32.3F
54538	Hayne, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Hayne</p>	A32.3A; A32.3F
44267	Haynes, Alissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alissa Haynes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54299	Haynie, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Haynie</p>	A32.3A; A32.3F
43589	Hayssen, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I have visited Salt Lake City in the past specifically for climbing in Little Cottonwood Canyon. The planned gondola would dissuade me from visiting this area in the future.</p> <p>Regards, Molly Hayssen</p>	A32.3A; A32.3F
53938	Hayward, Cindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy Hayward</p>	A32.3A; A32.3F
49849	Hazam, Kacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kacey Hazam</p>	
43351	Hazelroth, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Hazelroth</p>	A32.3A; A32.3F
44439	heale, jolie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jolie heale</p>	A32.3A; A32.3F
43691	Healey, Aubree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubree Healey</p>	A32.3A; A32.3F
46191	Healey, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Healey</p>	
51708	Heaner, Marilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marilyn Heaner</p>	A32.3A; A32.3F
52971	Heaney, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Heaney</p>	A32.3A; A32.3F
45644	Heap, Baylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Baylee Heap	
52192	Hearle, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilly Hearle</p>	A32.3A; A32.3F
42877	Heath, Colin	<p>To whom it may concern,</p> <p>Please listen to your community. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Heath</p>	A32.3A; A32.3F
48890	Heath, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Heath</p>	A32.3A; A32.3F
43526	Heath, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Heath</p>	
48605	heath, Halee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halee heath</p>	A32.3A; A32.3F
53621	Heath, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Heath</p>	A32.3A; A32.3F
49623	Heath, Rex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rex Heath</p>	A32.3A; A32.3F
46900	Heath, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Heath</p>	
40859	Heatley, Kaylin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylin Heatley</p>	A32.3A; A32.3F
49108	Heaton, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Heaton</p>	A32.3A; A32.3F
47892	heaton, jaxson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, jaxson heaton</p>	
48439	Heaton, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Heaton</p>	A32.3A; A32.3F
55195	Hebard, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Hebard</p>	A32.3A; A32.3F
51652	Hebel, Robert	<p>To whom it may concern,</p> <p>I, along with many others, strongly oppose the Little Cottonwood Canyon Gondola project. There are other cheaper and more effective solutions for solving the traffic congestion problems present in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Hebel</p>	A32.3A; A32.3F
51651	Heber, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Heber</p>	
55583	Hebert, Coryna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coryna Hebert</p>	A32.3A; A32.3F
52207	Heck, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Heck</p>	A32.3A; A32.3F
39695	Heck, McKenna	<p>I live in Cottonwood Heights, Utah and am writing to let you that I strongly oppose the proposed gondola in Little Cottonwood Canyon. In addition to not solving traffic congestion, threatening our critical watershed, and not serving all users of the canyons, the gondola would be built in three federally protected Roadless Areas where road and recreational construction is typically prohibited.</p> <p>The three protected areas (Twin Peaks, Lone Peak, and White Pine Roadless Areas) would have their beautiful natural qualities diminished by eight gondola towers, snow sheds, angle stations, and extensive vegetation removal. This is an unacceptable proposition, and lower impact alternatives must be considered.</p> <p>Rather than diminishing the roadless characteristics of Little Cottonwood Canyon with gondola construction, I urge you to consider lower-cost solutions that utilize existing infrastructure, like enhanced bus service, carpooling incentives, enforcement of the traction law, and required reservations to park at ski resorts.</p> <p>After all of the widespread opposition from local constituents, communities, and public officials, I'm disappointed that the gondola is still being considered. Please continue to advocate for common sense, environmentally friendly solutions that will benefit ALL canyon users year round.</p> <p>Thank you</p>	A32.3A; A32.3F
46442	Hed, Christer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christer Hed</p>	
45990	Hedeen, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Hedeen</p>	A32.3A; A32.3F
52153	Hedengren, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Hedengren</p>	A32.3A; A32.3F
43411	Hedges, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Hedges</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46357	Hedges, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Hedges</p>	A32.3A; A32.3F
52670	Hedrick, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Hedrick</p>	A32.3A; A32.3F
41977	Hedrick, Chris	<p>I'm not sure you even listen to the public since the comments were majority against the gondola but you all chose that option anyway. Also - you are lying about buses not stopping at trailheads - there is no reason a bus cant stop there whereas the gondola would require additional build to stop at trails heads. The answer to this problem is really simple though I realize the folks at UDOT arent paid to see this option: private cars should be banned from the canyons (minus employees and special access) and buses should run year around with stops at trailheads. The only way to reduce congestion is to REMOVE cars from the canyons and buses are the easiest and most efficient answer. The buses also should be integrated into the rest of the UTA routes so people can ride from their homes straight to the ski resorts. Stop making this so [redacted] difficult.</p>	A32.29VV
47286	Hee, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Hee</p>	A32.29VV
39502	Hegde, Hemant	<p>CNG would be better from the air quality point of view for bus fuel. Thank you.</p>	A32.29VV
45573	Hegerle, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Hegerle</p>	
44992	Hegewald, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hillary Hegewald</p>	A32.3A; A32.3F
40901	Hegewald, Nicole	<p>I DO NOT support building a gondola in little cottonwood canyon. There are other options that do not destroy protected land and cost us tax payers millions for something we won't even use. Just build a train to get people up there. It'll be able to take a lot more people, be much cheaper and not be affected by high winds. This gondola is a huge mistake that we cannot make.</p>	A32.29VV
52545	Hegewald, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Hegewald</p>	A32.3A; A32.3F
42320	Hegmann, Kurt	<p>For 20 years, I have been serving as the Center Director for the Rocky Mountain Center for Occupational and Environmental Health, which has now become Utah's only multi-university program (2SSB172, 2021 G.S.). The center is jointly run by Weber State University and the University of Utah. I also served as President of the American Board of Preventive Medicine (the certifying board for US's public health physicians). However, my comments are in no way to be interpreted as representing either university of the board; these comments are my own.</p> <p>The Environmental Impact Statement has omitted or minimized multiple EIS impacts. These include (1) particulate air pollution, (2) carbon emissions, and (3) impacts on neighborhoods.</p> <p>Impacts on neighborhoods is virtually unaddressed in these documents. The impacts on neighborhoods is another element of EIS. The impacts at the base of the canyons is worst for tram, next worst is buses (though able to improve by a dispersed model) and train is again the best option when not configured out of La Caille. The concept that the La Caille neighborhood can handle thousands of cars is fascinating, irrespective of what the neighbors think. Those impacts of cars, pollution etc. appear unaddressed.</p> <p>The Wasatch Front's main pollution problem is, by far, particulates.</p>	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The EIS does not include ANY material assessments of the impacts of these proposals on particulate air pollution.</p> <p>Particularly, the greatest amount of travel is required for car travel to existing ski parking lots, followed by buses/trams at canyon mouths. By far the least car travel is required to travel to the nearest train route's existing parking lots tied in throughout the valley, and more importantly, train's abilities to obviate the requirements for rental cars at the airport. These impacts should be part of an EIS.</p> <p>The next impact is the question of carbon emissions. If this is a serious EIS discussion, then carbon emissions should be included. Again, these mirror the para above. Then moreso if the train is electric, as the comparable electric train has been in Switzerland for >100 years.</p> <p>There is only one alternative that can do 30-60s whistle stops at trailheads in summer: train. Is that addressed? No. Again, EIS impacts that are not considered in these documents are major omissions.</p> <p>The current draft states that tram is the "alternative (that) is the most reliable mode of public transit in variable weather conditions and best meets the reliability goal..."</p> <p>https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2022/08/LCC_FEIS_Executive_Summary_FINAL_8-31-2022.pdf</p> <p>This is true only when considering bus vs. tram. When train is added in, train becomes the most reliable mode as it can operate in any weather condition whether wind or snow. Impacts in adverse situations is(are) not considered in this EIS, but should be.</p> <p>Costs over a 50-year horizon should be included, as the cumulative costs of the various options are quite different, and those include environmental impacts. This is biased in the "Alternatives Impact Summary" table, which doesn't provide those differences without calculating and estimating them.</p> <p>Lastly, why does the report say the cog train is a capacity of 1,000 per hour when the Gornergrat cog train in Zermatt is listed at 2,500 per hour. And it's electric. The capacity ranges are large differences that then have major differences in EIS impacts above. This also gets at the issue of capacity to change, all of which have major EIS impacts that are currently unaddressed.</p> <p>I trust this is of help. Please do not hesitate to contact me should you have any questions.</p> <p>Kurt Hegmann</p>	
39691	Heidelberger, Loretta	<p>Shameful the gondola plans! Please don't do this! It will destroy the canyon, create misery for those who love the canyon, ruin nature, destroy skiing, & the use & beauty of the canyon for everyone. It will only cause chaos & long waits during ski season. It's totally unnecessary & costly & benefits only a few who own the land. There are other solutions during winter months! (Car pooling, electric buses, & parking reservations).</p>	A32.29VV
42744	Heideman, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Heideman</p>	A32.3A; A32.3F
52496	Heiden, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Heiden</p>	
54535	Heidger, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Heidger</p>	A32.3A; A32.3F
53145	Heilbut, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Heilbut</p>	A32.3A; A32.3F
54780	Heilner, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Heilner</p>	A32.3A; A32.3F
56269	Heilner, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Heilner</p>	
55706	Heilprin, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Heilprin</p>	A32.3A; A32.3F
41213	Heilshorn, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Best, Margaret Heilshorn</p> <p>Regards, Margaret Heilshorn</p>	A32.3A; A32.3F
40310	Heilweil, Ann	<p>It doesn't make much sense to build a gondola that is only going to serve a small percentage of the population of our valley. Spend our tax dollars in helping all of the people in Utah. Instead, have LOTS of buses. Buses that go directly up to Alta, buses directly up to Snowbird and buses that will stop at different backcountry ski areas. Make it so that people want to take a bus and don't have to wait forever for them. I used to work at Alta early in the morning but had to quit when my early morning bus was taken away. We need buses not only for the winter but for the summer also.</p>	A32.29VV
51070	heiner, zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zoe heiner</p>	
55601	Heinrich, Ed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ed Heinrich</p>	A32.3A; A32.3F
48027	Heinrich, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Heinrich</p>	A32.3A; A32.3F
55575	Heinrich, Terry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Terry Heinrich</p>	A32.3A; A32.3F
40572	Heinrich, Theresa	<p>Hi how much will it cost to ride the gondola? How much will it cost to park? Or will both items be free?</p> <p>Thank you TH</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40261	Heinrich, Theresa	I am a local Utahn living at the base of LCC. I do not support a proposal that would reduce acres of land that are classified as "Roadless", and I do not want my taxes to pay for a gondola project that destroys the beauty of LCC. I say no to a gondola in LCC because of the impacts to the Roadless Rule. We need to preserve the beauty of our canyon.	A32.29VV
55193	Heise, Laura	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Laura Heise	A32.3A; A32.3F
53592	Heiskell, Theodore	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Theodore Heiskell	A32.3A; A32.3F
42343	Heisler, Shauna	I am saddened by the determination of UDOT and UTA to build a gondola in Little Cottonwood Canyon which will benefit no one except the ski resorts, will take longer than bus service, and will scar forest service lands and roadless areas with service roads, huge platforms and towers, overhead lines, and will not even have the possibility to serve trailheads. It will cost far more than the intelligent and readily available use of buses, and sadly, there will never be a way to undo the damage that will be done by creating this. Please listen to the will of the people who will be forced to pay for this folly, have their open lands desecrated, and every time they access Little Cottonwood will see this and remember that the people have no say over a power like UDOT.	A32.29VV
51930	Heistand, Erica	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Erica Heistand	A32.3A; A32.3F
42027	Heitmeier, Kendall	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Heitmeier</p>	
50883	Heitzler, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Heitzler</p>	A32.3A; A32.3F
53665	Hekker, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Hekker</p>	A32.3A; A32.3F
49865	Hekking, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Eleanor Hekking	
46313	Helfert, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Helfert</p>	A32.3A; A32.3F
43173	Helgager, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Helgager</p>	A32.3A; A32.3F
39837	Helgren, Samuel	Building a gondola in a IRA like LCC would certainly violate the RACR, not only in the letter of the law but in spirit. Construction alone would create temporary access roads that would violate it, and permanently alter and damage designated IRA in the Wasatch.	A32.3A; A32.3H; A32.3F
45424	Hellewell, Talin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Talin Hellewell</p>	A32.3A; A32.3F
48641	Helling, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Helling</p>	
48550	Helling, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. This is an irresponsible and reckless approach that will cost locals and our beautiful mountains more than we will ever gain from it. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Helling</p>	A32.3A; A32.3F
45754	Hellstern, Berkley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Berkley Hellstern</p>	A32.3A; A32.3F
47086	Helm, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Alexander Helm</p>	
52934	Helm, Arza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It's honestly mind-blowing how lacking the bus system is and how we wouldn't even TRY that before building this gondola. Disgraceful.</p> <p>Regards, Arza Helm</p>	A32.3A; A32.3F
42800	Helmer, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Helmer</p>	A32.3A; A32.3F
45005	Helmetag, Will	<p>To whom it may concern,</p> <p>There's too much history and too many memories to be made on the rocks, ice routes, and backcountry ski terrain in this canyon to be destroyed. It's some of the worlds best resources for these activities and not just found in any place. It's a of special quality. Please let us be heard.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Will Helmetag	
48105	Helmick, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Helmick</p>	A32.3A; A32.3F
46685	Helms, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Helms</p>	A32.3A; A32.3F
47107	Helmstadter, Raini	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raini Helmstadter</p>	A32.3A; A32.3F
43469	Helsel, Tayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayne Helsel</p>	
51165	Helsten, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Helsten</p>	A32.3A; A32.3F
48875	Helsten, Jeffrey	<p>To whom it may concern,</p> <p>FULL HEARTEDLY I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Helsten</p>	A32.3A; A32.3F
50221	Helvey, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Helvey</p>	A32.3A; A32.3F
54115	Hemphill, Jakob	<p>To whom it may concern,</p>	A32.3G; A32.3H; A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. In addition, for construction of the gondola foundations to occur roads would have to be constructed through these roadless acres in order for material to be delivered and construction to occur. As an engineer working in the construction industry, I know that construction of this infrastructure could not occur without roads through these areas and cannot fathom these roads being exempt from the "roadless rule".</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jakob Hemphill</p>	
41832	Hempy, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hempy</p>	A32.3A; A32.3F
43077	Hemstreet, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Bringing heavy equipment into these areas to construct the towers will permanently scar this "protected" area.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Hemstreet</p>	A32.3H A32.3A; A32.3F
46364	Hena, Juana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juana Henao</p>	
51810	Hencke, Karli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karli Hencke</p>	A32.3A; A32.3F
44797	Hender, Aleksander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleksander Hender</p>	A32.3A; A32.3F
44926	Hender, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a VERY SLIM few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. DON'T SPEND MY TAX DOLLARS ON A PROJECT I DON'T SUPPORT TO BENEFIT TWO SKI RESORTS!!!!</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Eric Hender	
44756	Hender, Nik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nik Hender</p>	A32.3A; A32.3F
54548	Hendershot, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Hendershot</p>	A32.3A; A32.3F
43656	Henderson, Brighton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brighton Henderson</p>	A32.3A; A32.3F
48159	Henderson, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Henderson</p>	
40139	Henderson, Emily	<p>I understand there are many sides to every issue. However the gondola as presented will not help traffic only worsen it. The resorts will not limit parking but keep it the same. The same amount of cars will continue to use the canyons. The gondola will increase traffic to canyons. Also my biggest issue is the funds. DO NOT MAKE THIS A TAX PAYER BURDEN. This should not be shared among all tax payers. ESPECIALLY IF IT WILL BE OPERATED BY PRIVATE PARTIES. No Gondola!!! Or at least not paid for by the community.</p>	A32.29VV
55759	Henderson, Ezra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ezra Henderson</p>	A32.3A; A32.3F
50429	henderson, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia henderson</p>	A32.3A; A32.3F
55055	Henderson, Juliet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliet Henderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53620	Henderson, Jullian	<p>To whom it may concern,</p> <p>I oppose the gondola for a few reasons. One is that it will only be something used by the wealthy, but it costs every taxpayer to create and maintain the project. I don't see how creating something that spans 8 miles is supposed to be sustainable. With the rising of climate based disasters, this leads me to believe this project will not be in service for long before major repairs or redesign require the modification of the project. This will essentially cost the taxpayers even more to prop up the inevitable failure of a bad-faith attempt.</p> <p>Regards, Jullian Henderson</p>	A32.29VV
54997	Henderson, Krysta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krysta Henderson</p>	A32.3A; A32.3F
50736	Henderson, Melyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melyn Henderson</p>	A32.3A; A32.3F
50176	Henderson, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Henderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40840	Henderson, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Henderson</p>	A32.3A; A32.3F
52602	Henderson, Wilson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wilson Henderson</p>	A32.3A; A32.3F
56075	Henderson, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Henderson</p>	A32.3A; A32.3F
45163	hendren, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Christina hendren	
43792	Hendricks, Eli	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eli Hendricks	A32.3A; A32.3F
39274	Hendricks, Ima	I guess I can't see why the gondola project is the only one to be considered. Busses still give off emissions.	A32.29VV
39532	Hendricks, Ima	I think after the winter we hvsd had with the avalanches in little cottonwood that everyone should want a gondola system to be put into place. The emergency that happened with no way to get out should have proved it. Also with Utah's tourist market only growing in the future it would be better not to to have so many busses and cars.	A32.29VV
52660	Hendricks, Mallory	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mallory Hendricks	A32.3A; A32.3F
42117	Hendricks, Michael	Please do not take any further action to place a Gondola in LLC. Please us tax payer money on more productive projects.	A32.29VV
46778	Hendricks, Taylor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor Hendricks	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55920	Hendrickson, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>No one wants the gondola!!!!</p> <p>Regards, Andrew Hendrickson</p>	A32.3A; A32.3F
48973	Hendrickson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Recreating in the beauty of Little Cottonwood Canyon has brought me so much peace throughout the years and it is painful for me that legislature is considering permanently scarring the landscape we love. The gondola is at worst a corrupt money grab at the tax payers' expense and at best a poorly reasoned idea. As a Salt Lake native, I urge you to consider other options so that we can continue to find solace in our most treasured public lands.</p> <p>Regards, Brooke Hendrickson</p>	A32.3A; A32.3F
51346	Hendrickson, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Hendrickson</p>	A32.3A; A32.3F
48116	Hendrickson, Riley	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Hendrickson</p>	
39589	HENDRY, CHRIS	Build the gondola the impacts are acceptable for the benefit provided.	A32.29VV
49722	Hendry, Mollie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mollie Hendry</p>	A32.3A; A32.3F
47070	Hendry, Trevan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevan Hendry</p>	A32.3A; A32.3F
47786	Heninger, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Hayden Heninger</p>	
42373	Henkels, Edward	<p>No to Gondola:</p> <p>As has already been voiced by many others, I do not want a Gondola in LCC. Taxpayers should not have to pay for something that almost exclusively benefits 2 ski resorts. A project of this magnitude and expense that is financed with state taxpayer money should be brought to a vote by the entire voting population of the state.</p> <p>There are less expensive and more flexible alternatives to the gondola.</p> <p>My perspective is as a skier, hiker and taxpayer.</p> <p>Thank you for your consideration.</p> <p>Ed Henkels</p>	A32.29VV
51230	henkle, abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abigail henkle</p>	A32.3A; A32.3F
45625	Henley, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Henley</p>	A32.3A; A32.3F
55616	Henn, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Henn</p>	
47569	henne, lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lily henne</p>	A32.3A; A32.3F
51555	Hennefer, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hennefer</p>	A32.3A; A32.3F
46870	Hennes, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hennes</p>	A32.3A; A32.3F
48780	Hennessey, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Hennessey</p>	
49151	Hennigh, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Hennigh</p>	A32.3A; A32.3F
45855	Henning, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Henning</p>	A32.3A; A32.3F
49505	Hennings, Beau	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beau Hennings</p>	A32.3A; A32.3F
47065	Henrickson, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Henrickson</p>	
39879	Henrie, Adam	I don't want a gondola in Utah's roadless areas	A32.29VV
42670	Henrie, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Henrie</p>	A32.3A; A32.3F
47081	Henrie, Niki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Niki Henrie</p>	A32.3A; A32.3F
46987	Henriksen, Dayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Dayton Henriksen	
46483	Henriksen, Elizabeth	<p>To whom it may concern,</p> <p>I STRONGLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Henriksen</p>	A32.3A; A32.3F
43390	Henrikson, Anders	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anders Henrikson</p>	A32.3A; A32.3F
43631	henriod, kynzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kynzie henriod</p>	A32.3A; A32.3F
43720	Henriquez, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Henriquez</p>	
55481	Henry, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Henry</p>	A32.3A; A32.3F
50605	Henry, Bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bella Henry</p>	A32.3A; A32.3F
46696	henry, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna henry</p>	A32.3A; A32.3F
42938	Henry, Xander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xander Henry</p>	
54166	Hensel, Darian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darian Hensel</p>	A32.3A; A32.3F
42510	Hensel, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Hensel</p>	A32.3A; A32.3F
55027	Henson, Micala	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Micala Henson	
55991	Hentkowski, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Hentkowski</p>	A32.3A; A32.3F
55959	Hentkowski, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Hentkowski</p>	A32.3A; A32.3F
46695	Henzi, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Henzi</p>	A32.3A; A32.3F
45769	hepner, Walker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Walker hepner</p>	
43669	Hepworth, Alex	<p>To whom it may concern,</p> <p>I oppose the construction of the LCC gondola. I do not see a viable way to how it can relieve traffic congestion on days where interlodge and high winds are in effect. Not just that, but it doesn't reduce the parking capacity at the cottonwood resorts. Therefore instead of replacing it with the gondola, it instead allows more people to come to the resort while not addressing how many vehicles are still able to go up the canyon.</p> <p>I'm also opposed to using any tax payer funds for a project that only affects two private corporations. Two is which I don't ski at regularly. This seems as a way to increase profits for the resorts at the tax payer's expense, and due to the cost of the project, do not understand how it could be profitable in any way.</p> <p>The destruction of climbing areas and other recreations is at risk of a project that deems itself more important. This is a selfish motive and is inconsiderate of other recreators that enjoy the beauty of the canyon as it is.</p> <p>I urge you to reconsider using bus transit as the best alternative. We as a community would like to see increased time intervals, and the possibility of restricting uphill travel to bus only during peak times. Perhaps adding carpool and bus transit stations further away from the mouth of the canyon. And perhaps adding bus specific lanes outside of the canyon until the mouth to allow them to reach their destination without hassle.</p> <p>Regards, Alex Hepworth</p>	A32.3A; A32.3F
43586	Herbert, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Herbert</p>	A32.3A; A32.3F
43050	Herbert, Mac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mac Herbert</p>	
40153	Herbert-Voss, Daniel	<p>I still strongly believe that public funds should not be used to benefit private organizations such as the ski resorts. While I don't oppose the gondola as proposed, I oppose the use of public funds.</p>	A32.29VV
44498	Herbon, Kaelynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaelynn Herbon</p>	A32.3A; A32.3F
52825	Herbst, Blue	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blue Herbst</p>	A32.3A; A32.3F
48843	Herich, Alysha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon and one's that would actually address the ecological devastation that is going on. The gondola will not improve traffic congestion. Instead, it will permanently alter critical and iconic natural recreation areas - Twin Peaks, Lone Peak, and White Pine Roadless Areas - and threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few and only further compromising the quality of the recreation available throughout the canyon. Claiming that the gondola is exempt from the "Roadless Rule" because it's "not technically a road" is a willful and deliberate misinterpretation of the spirit of the rule and undermines the purpose and intent of the rule. Furthermore, as evidenced by this spring, the gondola would not have a significant impact on improving transit through the canyon - even if the gondola had been in place, you cannot conduct avalanche mitigation efforts while it is running. Additionally, the gondola would have more than likely suffered serious damages and thus required serious extensive and expensive repairs which</p>	A32.3G; A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>increases the overall cost of the project in perpetuity.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Reliable, consistent, and comprehensive, bus schedules work across the world in far larger ski resorts - why can't that solution work here in our beautiful Wasatch? Additionally, outfitting buses with alternative and more ecological power sources would also help in the ecological impacts. Seattle/King county has been able to convert their public transit system to 0 carbon, so we can too.</p> <p>Please save our beautiful canyon. Please do not allow this project to continue.</p> <p>Regards, Alysha Herich</p>	
42957	Herkelman, Spenser	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spenser Herkelman</p>	A32.3A; A32.3F
51079	Herlevi, Kris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kris Herlevi</p>	A32.3A; A32.3F
53104	Herman, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Herman</p>	
40770	Herman, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Herman</p>	A32.3A; A32.3F
39565	Herman, Danny	<p>I still believe the proposed project will cause irreparable damage to the environment and encourage the suspension of the project.</p> <p>Thank you.</p> <p>Danny Herman</p>	A32.29VV
47119	Herman, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Herman</p>	A32.3A; A32.3F
48620	Herman, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Herman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53129	Herman, Teresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teresa Herman</p>	A32.3A; A32.3F
40359	Hermance, Jonathan	<p>I favor a system for making parking reservations online that limit the number of private vehicles allowed in the canyon at any given time to reach specific trailheads, or a resort. When a car leaves the canyon the next vehicle wanting a parking space in that specific location can be allowed to enter the canyon and go park. If the party in a vehicle chooses to ride the bus, they can reserve a parking place at the mouth of the canyon. Improving Hwy 210 where environmentally feasible for better bus service and vehicle parking at trailheads surely is less expensive than new service roads connecting gondola towers that aren't particularly good investments for the Utah taxpayers either. Gondolas may be great for the resorts who should be paying for them. Let's let more Utahans use their canyon with improved traffic control.</p>	A32.29VV
46002	Hermanns, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Hermanns</p>	A32.3A; A32.3F
51042	Hermansen, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dane Hermansen</p>	A32.3A; A32.3F
40532	Hermansen, Ryan	<p>A gondola is a most extreme attempt at a solution to fixing traffic issues in LCC. This is not a measured strategy. It does not benefit all in the community yet it requires all of the community to pay for it. Exemptions are being made for the gondola to bypass road laws. A gondola is not what Utahns want. Do not disrupt and forever alter the natural landscape in LCC. There are other, reasonable, less naturally impactful, and affordable options.</p>	A32.29VV
46162	Hermosillo, Anisa	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anisa Hermosillo</p>	
53560	Hermesen, Erinn	<p>To whom it may concern,</p> <p>As someone who has family in your city and visits frequently, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erinn Hermesen</p>	A32.3A; A32.3F
56286	hernandez, Dennis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dennis hernandez</p>	A32.3A; A32.3F
53838	Hernandez, Gabriela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriela Hernandez</p>	
51428	hernandez, jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jessica hernandez</p>	A32.3A; A32.3F
53695	Hernandez, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Hernandez</p>	A32.3A; A32.3F
42096	Hernandez, Kaori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaori Hernandez</p>	A32.3A; A32.3F
50842	Hernandez, Louie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louie Hernandez</p>	
53160	Hernandez, Nayethzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nayethzi Hernandez</p>	A32.3A; A32.3F
43978	Hernandez, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Hernandez</p>	A32.3A; A32.3F
39884	Herndon, Cole	<p>Pls do not use tax payer money to build a gondola in little cottonwood canyon. Thanks</p>	A32.29VV
54829	herren, madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, madison herren</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50064	Herrera, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Herrera</p>	A32.3A; A32.3F
55853	Herrick, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Herrick</p>	A32.3A; A32.3F
55455	Herrin, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Herrin</p>	A32.3A; A32.3F
55267	Herrin, Kalli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalli Herrin</p>	
48246	Herring, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Herring</p>	A32.3A; A32.3F
45982	Herrington, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Herrington</p>	A32.3A; A32.3F
48292	Herrington, Davita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Davita Herrington</p>	A32.3A; A32.3F
46353	Herrod, Wilkes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wilkes Herrod</p>	
47024	Herron, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Herron</p>	A32.3A; A32.3F
40975	Herron, Chip	<p>I'm all for it</p> <p>Thanks to UTA screwing up the bus schedule of the 1990's and early 2000's it isn't feasible to ride anymore. Parking is ridiculous at both resorts especially Snowbird the recent avalanche cycle is giving another good reason</p>	A32.29VV
47116	Herron, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Herron</p>	A32.3A; A32.3F
40001	Hertig, Bud	<p>The gondola would be a HUGE mistake. If we're going to spend the money, at least put it towards an idea that people would actually use, like a train. A gondola will not only be an eyesore, but a big inconvenience to actually use. If you can't make it convenient, people won't use it. I know I won't, regardless of how much they charge me to park at the resorts. A train/light rail would be VERY convenient—and the potential for that option are almost limitless (e.g., stop at trailheads, direct access from almost anywhere in the valley from the main TRAX line, etc.). I know rail would cost more, but there are so many upsides the additional costs are worth it and it's practically a no-brainer. Don't blow this, UTA. Rail service up the canyon is what we need—NOT a gondola.</p>	A32.29VV
40934	Herzog, Adrienne	<p>I oppose construction of this gondola. We have destroyed enough of Utah, please stop destroying this beautiful state!</p>	A32.29VV
44913	Hesler, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Hesler</p>	
43762	Hess, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Hess</p>	A32.3A; A32.3F
45328	Hessing, Reilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reilly Hessing</p>	A32.3A; A32.3F
47317	hester, Johannes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johannes hester</p>	A32.3A; A32.3F
51800	hester, Sammy	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sammy hester</p>	
52409	Hesterman, Mariko	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariko Hesterman</p>	A32.3A; A32.3F
40043	Hesterman, Mark	<p>I see a lot of unreasoned emotion surrounding this proposal.</p> <p>At this poin I am in favor of the Gondola (caveat) unless the cost of use is prohibitve to a family.</p> <p>If we want to get people out of their cars, it needs to make financial sense for people to spend the money.</p> <p>To me, putting the towers in and the cars is much less invasive that widening the road and putting more buses and gas billowing cars up the canyon.</p> <p>Yes, the resorts will benefit....so what. I'm glad the resort are their. They have enhance my quality of life for decades and brought in millions and millions of dollars (maybe billions?) in revenue to our state.</p> <p>As things stand now, the status quo for the canyon's is unacceptable. This seems like a viable, less intrusive alternative to aleviate pressure on the highway.</p>	A32.29VV
55527	Hetz, Kilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kilian Hetz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40053	Hetz, Tara	<p>As a student at the University of Utah, a resident of Salt Lake City, an active outdoor enthusiast and a dedicated female conservationist, I do want the gondola to be built in our protected roadless areas. The roadless rules were made for a reason. They took years to instate. While a gondola, according to the gondola company is not a road, the impacts of building towers, snow sheds and putting in gondola is the same as a road. The gondola would directly violate the Roadless rules. It would take away from many of the qualities that make Little Cottonwood Canyon so special.</p> <p>Protecting these roadless areas is imperative to the future of Utah and the future of this country. We need more places that are protected for wilderness. We are quickly losing spaces to development and increased human population. Let us continue to protect these spaces for future generations. I think we can work together to create a solution that doesn't destroy our protected areas. Building the gondola towers in the Roadless areas will impact over 1,200 species of animals and plants. We need to leave space for these species. Not everything has to be about us as humans.</p> <p>I cannot support a proposal that would reduce ares of land that are classified as "Roadless". I say no to the gondola in LCC because of the impacts to the Roadless Rule.</p> <p>Why can't we first look to possible solutions that wouldn't have such an impact to the canyon. I love taking the bus and took the bus up canyons 2-3 times a week during the winter of 21-22. Now that the bus services have been cut and backcountry ski users can only get off at the resorts requires me to drive my car. Can we look to increasing bus services to reduce the red snakes that everyone hates? How about investing in buses that can carry skis on the outside?</p>	A32.3G; A32.3A; A32.3F
46766	Hetz, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hetzel</p>	A32.3A; A32.3F
41639	Heuple, Laurie	<p>Since it will take years before the gondola is built. What is the plan for electric/better pollution buses to be transporting people up 210 and 190? I would like to see bus transit back up the 210 canyon as we lost our swamp bus stop this year. The gondola is not an option for me: as the cost and use of land use will not enhance the route 210 corridor.</p>	A32.29VV
51639	Heward, Mari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mari Heward</p>	A32.3A; A32.3F
53526	hewett, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke hewett</p>	
53172	Hewitt, Justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justine Hewitt</p>	A32.3A; A32.3F
46616	Hewitt, Katheryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katheryn Hewitt</p>	A32.3A; A32.3F
46393	Heyburn, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Heyburn</p>	A32.3A; A32.3F
39997	Heyerdahl, Jake	I do not want a gondola or any other form of motorized or permanent transportation in or on any of utahs roadless areas.	A32.29VV
45878	Heyman, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Heyman</p>	
52416	Heyn, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Heyn</p>	A32.3A; A32.3F
41877	Heyn, Lorena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorena Heyn</p>	A32.3A; A32.3F
52109	Hiatt, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brandon Hiatt	
50727	Hiatt, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diana Hiatt</p>	A32.3A; A32.3F
52155	Hiatt, Garrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrison Hiatt</p>	A32.3A; A32.3F
45046	Hiatt, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Hiatt</p>	A32.3A; A32.3F
44490	Hiatt, Landen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landen Hiatt</p>	
51891	Hiatt, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Hiatt</p>	A32.3A; A32.3F
46250	Hiatt, Takeria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Takeria Hiatt</p>	A32.3A; A32.3F
43091	Hibbard, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Hibbard</p>	A32.3A; A32.3F
51336	Hicke, Clay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clay Hicke</p>	
43584	Hickerson, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Hickerson</p>	A32.3A; A32.3F
49645	Hickey, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Hickey</p>	A32.3A; A32.3F
49521	Hickman, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Hickman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49632	Hickman, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Hickman</p>	A32.3A; A32.3F
47916	Hickman, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Hickman</p>	A32.3A; A32.3F
43803	Hicks, Emmie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmie Hicks</p>	A32.3A; A32.3F
54461	Hicks, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Hicks</p>	
49123	Hicks, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Hicks</p>	A32.3A; A32.3F
46122	Hicks, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Hicks</p>	A32.3A; A32.3F
54742	hicks, Libby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Libby hicks</p>	A32.3A; A32.3F
51721	Hidalgo, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Hidalgo</p>	
40784	Hidalgo, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Hidalgo</p>	A32.3A; A32.3F
41435	Hiemstra, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Hiemstra</p>	A32.3A; A32.3F
40269	Hietpas, Kirk	Please no gondola. Please consider solutions that don't solely benefit ski resorts and permanently scar our canyon. Please consider other options such as electric buses or shuttles.	A32.29VV
40268	Hietpas, Kirk	Please no gondola. Please consider solutions that don't solely be if it ski resorts and permanently scar our canyon. Please consider other options such as electric buses or shuttles.	A32.10G
47033	Hietpas, Kirk	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirk Hietpas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47860	Higginbotham, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Higginbotham</p>	A32.3A; A32.3F
39863	Higginbottom, Mark	<p>I strongly support the gondola for little cottonwood canyon, connecting to both Alta and Snowbird. I live in the adjacent dimple dell neighborhood and ski over 100 days a year, today i drive, i would rather use the gondola. The gondola clearly solves the problem and is not a band aid approach. The problem of course is lack of access to the canyon during storms and high traffic low parking availability on busy days. please expedite the building of this great resource for utah. The mountains are for everyone and greater access to the healthy envirement should be a priority for all of us.</p>	A32.29VV
47654	Higgins, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Higgins</p>	A32.3A; A32.3F
47649	higgins, emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emily higgins</p>	A32.3A; A32.3F
50099	Higgins, Gwyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwyn Higgins</p>	
41719	Higgins, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Higgins</p>	A32.3A; A32.3F
42356	Higgins, Kelsey	<p>I am not in support of the gondola as the best option to improve air quality and protect the land of LCC. I feel that we can make smaller improvements that can make large impacts such as implementing a fee system like the one used in Millcreek canyon and selecting days where personal vehicles are not allowed in the canyon aside from backcountry access, employee shuttles and canyon transport type vehicles which can be assessed via passes checked by person or by an automated gate. All other visitors to the canyon will need to utilize bussing. This will cause minimal changes to the landscape and can vastly decrease air pollution. The gondola improves access to and from the resorts in the event the road is blocked which has happened many times this year however there has been no information addressing how UDOT snow safety measures would impact operation of the gondola. There has also been no information on how the implementation of the gondola will precipitate a reduction in the reliance on private vehicles as it is not mentioned in conjunction with non emergent road closures. I feel that the entire local community will benefit from many smaller changes rather than the big step of the gondola which will alter some of the wildlife areas of the canyon.</p>	A32.29VV
39721	Higgins, Pauline	<p>Please do not put in a gondola within LCC's wilderness area with all its attendant towers using \$ (millions more \$ than estimated) from taxpayers, most of whom will not be able to afford gondola rides up LCC and will be devastated by the destruction of that pristine wilderness. Use lower cost transit solutions that may be accessed by more people and that preserve the natural beauty of LCC.</p>	A32.3A
43486	Higgins, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Higgins</p>	A32.3A; A32.3F
45923	higgins, Virginia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Virginia Higgins</p>	
46470	Higginson, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Higginson</p>	A32.3A; A32.3F
46252	Hight, Niko	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Niko Hight</p>	A32.3A; A32.3F
41811	Hightower, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hightower</p>	A32.3A; A32.3F
46606	Higueros, Nate	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. As a matter of fact Weber State University has an electric bus that is environmentally friendly. This could be a solution and a cheaper alternative that I would support versus the gondola.</p> <p>Regards, Nate Higueros</p>	
39836	Hilbig, Bridget	<p>This is environmentally irresponsible. Public transportation already exists and is not utilized. The public has said they would rather pay for parking and have the convenience of their own vehicle. They have told you they will not use public transportation unless they are forced to do so. Utah is facing serious environmental concerns with the Great Salt Lake drying, some have called it an "environmental nuclear bomb". It is incredibly irresponsible and financially driven that the state is moving forward with infrastructure that threatens ecosystems before forcing the public to use existing public transportation. Close the canyon to passenger cars (except for those that live there) and force people to utilize the existing public transportation. This should be the first action, not building more.</p>	A32.29VV
55886	Hilbig, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Hilbig</p>	A32.3A; A32.3F
42514	Hilbig, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Hilbig</p>	A32.3A; A32.3F
41135	Hildebrand, Susan	<p>Even the talk of the gondola and the impact on the environment is a no brainer. And what our tax payer dollars from majority of the population who would never use it. For the select few to reach 2 ski resorts, of which only the ski resorts benefit. The destruction of the beauty of which we are known for, for which many more of the tax paying population would take advantage of (sightseeing up the canyon) would be destroyed. And where would that lead us? Never again to be enjoyed as pure beauty.,it just doesn't make sense. The billions of \$\$\$\$. And I know so many skiers that couldn't be bothered to first get/find pkg down below, then waiting for a shuttle to said gondola, then waiting in line to board it, then to slopes when let off. And to think of the times that it can't be run while doing avy mitigation. What does make sense?!! Please reconsider and take away what is so precious of nature right by our city. We are so so blessed.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42283	Hilding, Emily	<p>Let's address the elephant in the room. Just because we had a record year with snowfall does not mean our dying Great Salt Lake will be forever revived. How about we use tax payer money to pay for saving the lake instead of destroying Little Cottonwood Canyon with a gondola that services only a small population of the state? Or how about using the money to give our hard working teachers a raise? How about putting money towards education and offering scholarships to our local college students? To me this sounds like a better way to invest in our state than a gondola.</p> <p>As for possible transportation solutions for LCC, here's one for you. I'm an avid bike commuter. I ride my bike year round to and from my house to the University of Utah. Why don't you offer a fleet of electric bikes at the base of LCC for folks to rent to ride up and down the canyon. Think of the environmental benefits this would offer!! Sounds ridiculous? So does a gondola!!</p>	A32.29VV
44254	Hill, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Hill</p>	A32.3A; A32.3F
55522	Hill, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Hill</p>	A32.3A; A32.3F
45926	Hill, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Hill</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46670	Hill, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Hill</p>	A32.3A; A32.3F
54590	Hill, Edward	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edward Hill</p>	A32.3A; A32.3F
45698	Hill, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Hill</p>	A32.3A; A32.3F
45272	Hill, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Hill</p>	
50000	Hill, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Hill</p>	A32.3A; A32.3F
47999	Hill, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Hill</p>	A32.3A; A32.3F
42753	Hill, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Hill</p>	A32.3A; A32.3F
46581	Hill, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Hill</p>	
39337	Hill, Jack	<p>The reanalysis is important to get the decision right. The gondola is NOT the right decision for Little Cottonwood Canyon. During the 22-23 ski season the bus schedule was reduced to every half hour AND the 953 bus route totally taken away. This was an extremely poor decision and appears very political in nature. I was an avid bus rider however the reduced schedule and lack of routes has forced me to drive when I would otherwise not. I plan to continue riding the bus if the enhanced bus option goes into effect. The enhanced bus is THE best way to reduce traffic. The gondola would not be able to run during high avalanche danger effectively providing the same schedule that an enhanced bus route would. Having frequently running busses would provide the best solution with the most minimal impact</p>	A32.29VV
47322	Hill, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Hill</p>	A32.3A; A32.3F
45149	Hill, Jarrod	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jarrod Hill</p>	A32.3A; A32.3F
47223	Hill, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jeffrey Hill	
44967	Hill, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Hill</p>	A32.3A; A32.3F
45609	Hill, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Hill</p>	A32.3A; A32.3F
48970	Hill, Kensley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kensley Hill</p>	A32.3A; A32.3F
51275	Hill, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Hill</p>	
52853	Hill, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Hill</p>	A32.3A; A32.3F
55022	Hill, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Hill</p>	A32.3A; A32.3F
49154	Hill, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Hill</p>	A32.3A; A32.3F
51584	Hill, Mandalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandalie Hill</p>	
50079	Hill, Martha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martha Hill</p>	A32.3A; A32.3F
49908	Hill, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Hill</p>	A32.3A; A32.3F
49693	Hill, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Hill</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51469	Hill, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Naomi Hill</p>	A32.3A; A32.3F
42781	Hill, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Hill</p>	A32.3A; A32.3F
43686	Hill, Nora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nora Hill</p>	A32.3A; A32.3F
52568	Hill, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Hill</p>	
54942	Hill, Shaelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaelyn Hill</p>	A32.3A; A32.3F
52203	Hill, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Hill</p>	A32.3A; A32.3F
47915	Hill, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Hill</p>	A32.3A; A32.3F
49348	Hill, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Hill</p>	
53489	Hill, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Hill</p>	A32.3A; A32.3F
49621	Hille, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Hille</p>	A32.3A; A32.3F
46948	Hille, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Hille</p>	A32.3A; A32.3F
50760	Hiller, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Hiller</p>	
39753	Hillock, Joe	<p>No gondola! I do not agree with your assessment that because the gondola is not a road the roadless areas gondola infrastructure will be placed on is ok and allowable. No Gondola! It will not solve the problems you say it will solve. It will impact the watershed, wildlife, recreation, and beauty of LCC. It's a money grab by developers and ski resorts. Tax payers should not foot the bill for private gain.</p>	A32.3F
45961	Hills, Anistyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anistyn Hills</p>	A32.3A; A32.3F
41985	Hills, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian Hills</p>	A32.3A; A32.3F
51145	Hillyard, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hillyard</p>	
48515	Hilton, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hilton</p>	A32.3A; A32.3F
47472	Hilton, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Hilton</p>	A32.3A; A32.3F
50141	hilton, maryjo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maryjo hilton</p>	A32.3A; A32.3F
47506	Hilton, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am an avid skier myself and know the frustrations of the congestion up the canyon, but this is not the answer. One of the main reasons I love Utah's canyons and skiing in them is the opportunity to connect with nature, and this gondola will degrade that experience for everyone. Please reconsider your plans to move forward on this project!</p> <p>Regards, Ryan Hilton</p>	
42148	Himbert, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>One major flaw in the proposal is that 1) the towers require major destruction to the environment by building service roads and cement bases; and 2) the towers are proposed to stand in main avalanche paths, therefore not being able to operate during avalanche hazards.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Himbert</p>	A32.2H A32.3A; A32.3F
46681	Himstedt, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Himstedt</p>	A32.3A; A32.3F
54984	Himsworth, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Himsworth</p>	
54979	Himsworth, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Himsworth</p>	A32.3A; A32.3F
40468	Hindman, Jason	I support the gondola!	A32.29VV
44043	Hinds, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Hinds</p>	A32.3A; A32.3F
46101	Hinebauch, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Hinebauch</p>	A32.3A; A32.3F
41762	Hiner, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Hiner</p>	
45105	Hines, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Hines</p>	A32.3A; A32.3F
45148	Hines, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Hines</p>	A32.3A; A32.3F
44390	Hingtgen, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Hingtgen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39946	Hinks, Matt	As a frequent skier at Alta and traveler of the LCC trail, the gondola will add a gross image to the beauty of Little Cottonwood Canyon. The gondola will affect the wildlife, the many bouldering spots, the bike trails and the views of the canyon. Furthermore I do not believe it will have a significant effect on traffic. Seeing the many storms we have gotten this year, I can't imagine how the gondola can run with the amount of wind and snow that we have seen this year. I believe a better solution to the traffic problem would be to make busses more accessible and more reliable to the public. Make people want to go on the busses, that will take cars out of the canyon. You don't need a degree to know that 50 on a bus takes up way less space than 50 cars.	A32.29VV
44403	Hinks, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hinks</p>	A32.3A; A32.3F
52138	Hinman, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Hinman</p>	A32.3A; A32.3F
54695	Hinojosa, Andi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andi Hinojosa</p>	A32.3A; A32.3F
50403	Hinojosa, Arwen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arwen Hinojosa</p>	
45175	Hinrichs, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Hinrichs</p>	A32.3A; A32.3F
39626	Hinrichs, Pamela	<p>Please support keeping land as it currently is.</p> <p>Thank you!</p>	A32.29VV
54054	hinton, sami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sami hinton</p>	A32.3A; A32.3F
46861	hinton, Tigerlillie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tigerlillie hinton	
53757	Hintz, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Hintz</p>	A32.3A; A32.3F
54865	Hintz, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hintz</p>	A32.3A; A32.3F
46329	Hintze, Aubrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrielle Hintze</p>	A32.3A; A32.3F
44640	Hintze, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Hintze</p>	
45359	Hintze, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Hintze</p>	A32.3A; A32.3F
48898	Hintze, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Hintze</p>	A32.3A; A32.3F
50174	hinz, grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grace hinz</p>	A32.3A; A32.3F
54845	Hipwell, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hipwell</p>	
45957	Hirahara, Aya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aya Hirahara</p>	A32.3A; A32.3F
44750	Hird, Kasmir	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasmir Hird</p>	A32.3A; A32.3F
43082	Hirsch, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Hirsch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44888	Hirsch, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Hirsch</p>	A32.3A; A32.3F
56197	Hirsch, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Additionally, I am against using taxpayer funds to provide infrastructure that is primarily designed to benefit private business.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hirsch</p>	A32.3A; A32.3F
54449	Hirschberg, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Hirschberg</p>	A32.3A; A32.3F
47669	Hirschmann, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Hirschmann</p>	
45477	hirsh, jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jaime hirsh</p>	A32.3A; A32.3F
51065	Hirst, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Hirst</p>	A32.3A; A32.3F
50046	Hislop, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Hislop</p>	A32.3A; A32.3F
47655	Hissong, Sean	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Hissong</p>	
42147	Histon, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Histon</p>	A32.3A; A32.3F
43613	Hitchcock, Brynne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynne Hitchcock</p>	A32.3A; A32.3F
54879	Hitchcock, Denise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Denise Hitchcock	
50915	hitchcock, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson hitchcock</p>	A32.3A; A32.3F
50307	Hitchcock, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also support the idea of a snow shed and ensuring the section of road that passes from Hell Gate under Superior is more consistently cleared and open so less traffic is forced into the bypass road which consistently experiences slide offs and collisions. Considering there will ALWAYS be cars driving and up down the canyon, it is common sense to address these options FIRST.</p> <p>Regards, Katie Hitchcock</p>	A32.3A; A32.3F
54715	Hittle, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Hittle</p>	A32.3A; A32.3F
48100	Hixson, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Hixson</p>	
43432	Hixson, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Hixson</p>	A32.3A; A32.3F
40948	Hixson, Spoon	DO NOT BUULD THE GONDOLA. Put research into solutions not separate problems	A32.29VV
54298	Hixson, Spoon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spoon Hixson</p>	A32.3A; A32.3F
50507	Ho, Mona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mona Ho</p>	
42075	Hoagland, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Hoagland</p>	A32.3A; A32.3F
46406	Hoang, Kaelin	<p>To whom it may concern,</p> <p>Please work towards a more cost effective, environmentally friendly, and ACTUALLY useful solution for reducing traffic in Little Cottonwood Canyon.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaelin Hoang</p>	A32.3A; A32.3F
50072	Hoang, Uyen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Uyen Hoang</p>	A32.3A; A32.3F
49054	Hobart, Ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ainsley Hobart</p>	
55901	Hobart, Tanya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanya Hobart</p>	A32.3A; A32.3F
41915	Hobbs, Ttess	<p>To whom it may concern,</p> <p>THANK YOU for selecting Gondola. I am a homeowner and tax payer in Cottonwood Heights, UT and I support the gondola IMMENSELY. It is critical to accessing LCC and not tying our roads with traffic and emission. PLEASE, PLEASE, PLEASE build the Gondola! I want my son to grow up where he can freely breath the mountain air.</p> <p>Regards, Ttess Hobbs</p>	A32.29VV
40170	Hobfoll, Patti	<p>The construction of a gondola in Little Cottonwood Canyon (LCC) would absolutely violate the roadless rules currently in place for the Lone Peak, Twin Peaks, and White Pine areas. Although not literally a road, the gondola would require construction impact equivalent to a road by removing trees and vegetation, creating permanent structures in roadless areas, creating access roads to construction areas, and negatively impacting the watershed, views, and plant and animal communities. Roadless areas are designated as such to protect sensitive areas and ecosystems, and any permanent human trafficking system blatantly violates and destroys those protections. Complying with the roadless rule is yet one more reason (in a long list) that this gondola project should not be allowed to proceed.</p>	A32.29VV
55558	Hobson, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Hobson</p>	A32.3A; A32.3F
46880	Hobson, Lauren	<p>To whom it may concern,</p> <p>I come to Utah every year to ski, and I still oppose this. You people are so dumb. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hobson</p>	
52083	Hodell, Rowan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rowan Hodell</p>	A32.3A; A32.3F
54000	Hodges, Braden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braden Hodges</p>	A32.3A; A32.3F
48804	hodges, julianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, julianne hodes	
40077	Hodges, Justin	Hello, I have lived in Sandy for the past several years and frequently ski Snowbird, Alta, and recreate in LCC. I just want to submit my support for the Gondola B plan. I have ridden the bus and found it to be a rather unpleasant experience. A gondola is an alternative I would be significantly more likely to use. Best Regards, Justin	A32.29VV
41537	Hodgins, Pippa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Pippa Hodgins	A32.3A; A32.3F
42333	Hodgson, Andrew	Knock it off with the gondola nonsense already and just increase buses/tolls. The gondola is shortsighted, will cause environmental destruction, and is driven by corruption. The ski resorts don't own the canyon, everyone else's recreation and enjoyment of natural (and roadless) spaces shouldn't be dictated by them.	A32.29VV
43859	Hodgson, Danielle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Danielle Hodgson	A32.3A; A32.3F
49945	Hodorowski, Ella	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ella Hodorowski</p>	
53791	Hodson, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Hodson</p>	A32.3A; A32.3F
51931	hodson, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophia hodson</p>	A32.3A; A32.3F
54367	Hoekstra, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Hoekstra</p>	A32.3A; A32.3F
45258	Hoelscher, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Hoelscher</p>	
52987	Hoelscher, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Hoelscher</p>	A32.3A; A32.3F
52348	Hoelscher, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle Hoelscher</p>	A32.3A; A32.3F
55594	Hoelzel, Faith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Faith Hoelzel</p>	A32.3A; A32.3F
41785	hoelzl, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin hoelzl</p>	
39995	Hoelzl, Justin	No gondola in roadless areas	A32.3A
42729	Hoermann, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Hoermann</p>	A32.3A; A32.3F
46248	Hoesch, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Hoesch</p>	A32.3A; A32.3F
53859	Hofer, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Michael Hofer	
40608	Hoff, JoAnn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JoAnn Hoff</p>	A32.3A; A32.3F
41692	Hoff, JoAnn	I do not support the gondola in Little Cottonwood Canyon. It does nothing to solve traffic or avalanche issues, reduces access, and with create an eyesore in one of the most beautiful canyons in the west. Please rethink this.	A32.29VV
52484	Hoffart, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Hoffart</p>	A32.3A; A32.3F
50558	Hoffman, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Hoffman</p>	A32.3A; A32.3F
45741	Hoffman, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Hoffman</p>	
42716	Hoffman, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Hoffman</p>	A32.3A; A32.3F
54077	Hoffman, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Hoffman</p>	A32.3A; A32.3F
50783	Hoffman, Cortney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cortney Hoffman</p>	A32.3A; A32.3F
49166	hoffman, Hunter	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter hoffman</p>	
48407	Hoffman, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Hoffman</p>	A32.3A; A32.3F
45642	Hoffman, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hoffman</p>	A32.3A; A32.3F
43806	Hoffman, Kyra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kyra Hoffman	
40520	Hoffman, Mark	No no no. Please do anything else. This is a horrible idea	A32.29VV
41941	Hoffman, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Hoffman</p>	A32.3A; A32.3F
53524	Hoffman, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Hoffman</p>	A32.3A; A32.3F
49148	Hoffman, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Hoffman</p>	A32.3A; A32.3F
51565	Hoffman, Rosemarie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rosemarie Hoffman</p>	
46567	Hoffman, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Hoffman</p>	A32.3A; A32.3F
39756	HOFFMAN, Tucker	I do not want a gondola in Utah's roadless areas.	A32.3F
46147	Hoffmann, Esteban	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Esteban Hoffmann</p>	A32.3A; A32.3F
56309	Hofheins, Alix	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alix Hofheins</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56206	Hofman, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Hofman</p>	A32.3A; A32.3F
40164	Hofmann, Erin	<p>I grew up in Salt Lake City, and now I live in Park City. I rode the bus in high school, drove the canyon when home from college, and now use the bus or drive when I ski BCC/LCC, so I have a lot of experience with transportation in the canyons.</p> <p>The best solution, in my mind, is to offer regular bus service (without widening the roads). We need a serious transportation hub at the base for parking, with bathrooms, coffee bar, etc. How do you encourage people to use the bus and make it easy? Enhanced electric buses with wi-fi would be both user and canyon-friendly. The ski resorts should subsidize this service and make it free. Cars should be charged a toll (make 3+ people free if you like). Add snow sheds for road protection.</p> <p>A gondola is an expensive proposition that doesn't solve many problems, and it's only one canyon. The team is evaluating a 30-year lifespan, but environmental analysis shows we may not have snow in 30 yrs. Preserving the canyons for non-skiing activities will preserve the tourist revenue as ski resorts transition to summer bases, spas, etc.</p> <p>For the budget proposed, the simplest solution is enhanced buses on current roads, tolls, snow sheds, and a transit center at the gravel pit, where we have already allowed removal of significant mountain area.</p>	A32.29VV
39873	Hogan, Bradley	<p>I do not believe a gondola is an effective solution to solve the traffic problem in LCC. Please remove this from any current and future proposals and try alternative options such as an increased bus service and dedicated bus lane. Thanks.</p>	A32.29VV
54347	Hogan, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Hogan</p>	A32.3A; A32.3F
44627	hogan, kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, kenzie hogan	
40967	Hogan, Kim	Could UDOT please consider running the ski buses up the canyons all year long and adding 2 or 3 stops at popular trail heads? Thanks!	A32.29VV
39304	Hogan, Kim	Please do not go forward with the gondola project! The majority of the taxpayers in Utah do not want this. It's also unfair that so much money would be spent to benefit 2 businesses. Please stop wasting our money!!	A32.29VV
54324	Hogan, Michelle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Michelle Hogan	A32.3A; A32.3F
40741	Hogan, Mike	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards,	A32.3A; A32.3F
46713	Hoge, Beau	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Beau Hoge	A32.3A; A32.3F
54902	Hoggan, James	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Hoggan</p>	
41206	Hogge, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Hogge</p>	A32.3A; A32.3F
56188	Hogge, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Hogge</p>	A32.3A; A32.3F
51621	Hoglin, Andre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andre Hoglin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48004	Hoglin, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hoglin</p>	A32.3A; A32.3F
47880	hoglund, izzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, izzy hoglund</p>	A32.3A; A32.3F
47018	Hohl, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Hohl</p>	A32.3A; A32.3F
46232	Hohlt, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Hohlt</p>	
49942	Hokanson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Sarah Hokanson</p>	A32.3A; A32.3F
49143	Hoke, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Hoke</p>	A32.3A; A32.3F
53929	Holbrook, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Holbrook</p>	A32.3A; A32.3F
54960	Holbrook, Aiyana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiyana Holbrook</p>	
49230	Holbrook, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Holbrook</p>	A32.3A; A32.3F
51560	Holbrook, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Holbrook</p>	A32.3A; A32.3F
49293	Holbrook, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Holbrook</p>	A32.3A; A32.3F
47517	Holbrook, Jan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jan Holbrook</p>	
53137	Holbrook, Noelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noelle Holbrook</p>	A32.3A; A32.3F
39927	Holbrook, Randy	<p>I work for an oil refinery in Salt Lake for 35 years. Pollution is killing all of us. We need a gondola so we don't have a 1000 cars in the canyon and a lot of times they are parked with there engines on.</p>	A32.29VV
48576	Holcomb, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Holcomb</p>	A32.3A; A32.3F
43717	Holdeman, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dani Holdeman</p>	
51031	Holden, Alysandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alysandra Holden</p>	A32.3A; A32.3F
49299	Holden, Blaire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blair Holden</p>	A32.3A; A32.3F
50691	Holden, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Holden</p>	A32.3A; A32.3F
48112	Holder, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Holder</p>	
43785	Holen, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Holen</p>	A32.3A; A32.3F
54870	Holindrake, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Holindrake</p>	A32.3A; A32.3F
49878	Holladay, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Holladay</p>	A32.3A; A32.3F
46428	Holland, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Holland</p>	
41282	Holland, Marsha	Use of Tax payer's money, (potential) environmental, disaster, elitism in several forms are my major concerns regarding a gondola running up Little Cottonwood Canyon. The canyon is a sacred place to me. I strongly oppose the construction of a gondola up Little Cottonwood Canyon.	A32.29VV
42969	Holland, Temia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Temia Holland</p>	A32.3A; A32.3F
52337	Hollberg, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Hollberg</p>	A32.3A; A32.3F
39962	Hollenbeck, Trevor	Building a gondola would ruin the beauty of staring across the canyon. Putting in footings for towers to hold this gondola up would kill so many trees and ruin so much the the hiking terrain we have. We don't need more access roads throughout the beautiful mountains.	A32.29VV
52184	Hollenkamp, Elouise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elouise Hollenkamp</p>	
50413	holley, gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gavin holley</p>	A32.3A; A32.3F
47790	Holley, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I grew up in Sandy, UT. This is my childhood. I learned to drive in little cottonwood canyon. I grew up here, it is my home. I beg you to reconsider and respect the canyon.</p> <p>Regards, Jillian Holley</p>	A32.3A; A32.3F
43911	Holley, Taeler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taeler Holley</p>	A32.3A; A32.3F
51277	Hollingshead, Gabrielle	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Hollingshead</p>	
43092	Hollingsworth, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Hollingsworth</p>	A32.3A; A32.3F
43100	hollingworth, Keely	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keely hollingworth</p>	A32.3A; A32.3F
46000	hollingworth, kyley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, kyley hollingworth</p>	
54287	Hollomon, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Hollomon</p>	A32.3A; A32.3F
55411	Holloway, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Holloway</p>	A32.3A; A32.3F
51627	Holman, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Holman</p>	A32.3A; A32.3F
43309	Holman, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Holman</p>	
44387	Holman, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Holman</p>	A32.3A; A32.3F
50866	Holman, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Holman</p>	A32.3A; A32.3F
55091	Holman, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Holman</p>	A32.3A; A32.3F
54544	Holmberg, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law. I believe that the locals should have some benefits such as cheaper passes or parking for locals only at the ski resorts. This is given that almost half of all vehicles are out of state and tend to congest the canyons, therefore we could raise the price of tickets or parking for out of state visitors.</p> <p>Regards, Jacob Holmberg</p>	
41160	Holmberg, Jennifer	I vote no to the gondola. It makes no sense financially, environmentally and service wise. Stop the gondola!	A32.29VV
42161	Holmberg, Lilli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilli Holmberg</p>	A32.3A; A32.3F
40914	Holmberg, Nannette	I have lived in Salt Lake all my life. I am 75. I dont want tobsee anymore distraction of our beautiful Canyons. We do not need the world's longest gondola. Leave our Canyons alone. Leave the trees alone and listen to the taxpayers that would have to pay for it. We don't want it. It would destroy the Canyons that I love. I can't imagine ever picnicking there again if you do it. Add a few bases and call it good. I think there is somebody behind this that is making alot of money! Its worse than what you have done yo our downtown and roads.	A32.29VV
51179	Holmes, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Holmes</p>	A32.3A; A32.3F
56145	Holmes, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Additionally, and very importantly, Gov Cox himself has stated publicly that tax payer money should not be used to benefit private entities.</p> <p>Regards, Bryan Holmes</p>	
40765	Holmes, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Holmes</p>	A32.3A; A32.3F
47413	Holmes, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Holmes</p>	A32.3A; A32.3F
41102	Holmes, Pat	<p>I am totally against the 22 towers of the gondola project, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. And, won't achieve the goal of reducing traffic into LCC, nor reduce pollution. When evaluating the gondola against bus service, UDOT needs to compare to natural gas and/or electric buses which is what will be the future by the time the gondola would be built.</p>	A32.3A; A32.10G
44276	Holmes, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Holmes</p>	
46355	Holmgren, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Holmgren</p>	A32.3A; A32.3F
42599	Holmquest, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Holmquest</p>	A32.3A; A32.3F
42841	Holt, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton Holt</p>	A32.3A; A32.3F
49526	Holt, Braquel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braquel Holt</p>	
48859	Holt, Cammero	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cammero Holt</p>	A32.3A; A32.3F
45975	Holt, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Holt</p>	A32.3A; A32.3F
42990	Holt, Dawson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawson Holt</p>	A32.3A; A32.3F
44626	Holt, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Holt</p>	
50146	Holt, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Holt</p>	A32.3A; A32.3F
50971	Holt, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Holt</p>	A32.3A; A32.3F
53392	Holt, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lexie Holt	
43775	Holt, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Holt</p>	A32.3A; A32.3F
51693	Holt, Shelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelli Holt</p>	A32.3A; A32.3F
50267	holt, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie holt</p>	A32.3A; A32.3F
49981	Holtby, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Holtby</p>	
42016	Holtermann, Hannah	<p>Hello, as a climber LCC is very important to me even as a Utah transplant. LCC has been a spring, summer and fall climbing destination for me since I moved here. Please consider the option of a bus only service for winter time like they do in some national parks during busy seasons. Speaking on behalf of the climbing community we trust you will make the right decision. Thank you!</p>	A32.29VV
55537	Holton, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Holton</p>	A32.3A; A32.3F
53453	Holyoak, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Holyoak</p>	A32.3A; A32.3F
52681	Holzer, Cristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristina Holzer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54832	Holzman, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Holzman</p>	A32.3A; A32.3F
45352	Holzman, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Holzman</p>	A32.3A; A32.3F
51429	Homer, Ambrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ambrey Homer</p>	A32.3A; A32.3F
39272	Homer, Brian	The more I learn about the gondola the less excited I am. I think the dedicated bus option with snow sheds is more flexible for all uses in the canyon and not just skiing.	A32.29VV
41690	Homer, Brian	The more I learn about the costs/benefits of the gondola, the less support I feel. I would really like to see you work on a system that can be implemented in phases and that serves the needs of all canyon users, not just ski resort users. I would really appreciate snow sheds and a dedicated mass transit lane as an alternate to the gondolas. I think that the center for the start of the condola would be as congested as the current personal driver system	A32.29VV
50652	Hong, Cristian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristian Hong</p>	
46316	Hood, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Hood</p>	A32.3A; A32.3F
53755	hood, sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sarah hood</p>	A32.3A; A32.3F
47622	Hooge, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Hooge</p>	A32.3A; A32.3F
49062	Hoole, Sam	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Hoole</p>	
46576	Hooley-Underwood, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Hooley-Underwood</p>	A32.3A; A32.3F
40614	Hooper, Avere	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avere Hooper</p>	A32.3A; A32.3F
49314	Hooper, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Michael Hooper	
46756	Hooper, Mitch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch Hooper</p>	A32.3A; A32.3F
41774	Hooper, Paul	Please no Gondola! It would change the canyon for the worst forever. It doesn't make sense monetarily or logistically as would crowd the space. Please don't pave paradise to put up a parking lot! No Gondola- keep LLC special. Love it for what it is and doesn't need an ugly Arial Highway. Begging ya!	A32.29VV
40805	Hoopes, Chandler	I am not for the gondola. Please do not do this, it is not worth all that will be lost.	A32.29VV
54239	Hoopes, Karli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karli Hoopes</p>	A32.3A; A32.3F
54001	Hoots, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Hoots</p>	A32.3A; A32.3F
39982	Hoover, Madeline	I do not want a gondola in the roadless cottonwood areas.	A32.29VV
49881	Hoover, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Hoover</p>	
53410	Hoover, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Hoover</p>	A32.3A; A32.3F
40767	Hope, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Hope</p>	A32.3A; A32.3F
41287	Hopkin, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Joseph Hopkin	
54976	Hopkins, alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alex Hopkins</p>	A32.3A; A32.3F
53470	HOPKINS, ALEXANDER	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ALEXANDER HOPKINS</p>	A32.3A; A32.3F
45808	Hopkins, Chris	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider more effective alternatives to reducing traffic congestion in the canyon that come with a much lower price tag. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I do not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Hopkins</p>	A32.3A; A32.3F
49135	Hopkins, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Hopkins</p>	
53991	Hopkins, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Hopkins</p>	A32.3A; A32.3F
43689	Hopkins, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Hopkins</p>	A32.3A; A32.3F
55247	Hopkins, Kailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailey Hopkins</p>	A32.3A; A32.3F
54796	Hopkins, Marcie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcie Hopkins</p>	
49448	Hopkins, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Hopkins</p>	A32.3A; A32.3F
50563	Hopkinson, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Hopkinson</p>	A32.3A; A32.3F
43657	Hopp, Foster	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Foster Hopp	
40123	Hoppe, Chris	<p>I'm glad to see UDOT continues to consider all the impacts of each option for improving access to LCC. As our city grows, one of the major attractions is the beauty and access we have to the Wasatch. Moving forward with the Gondola will not be taking proper steps in protecting and sharing that beauty. It is not a scalable solution that grows with our community and only provides access to a small portion of the range. Additionally, construction of the structures would be in violation of the Roadless Area Conservation Rules that are currently in place to protect the ecosystem of our canyons.</p> <p>Moving forward with the proposed gondola would be both a physical scar on the landscape as well as a scar on act of protecting the wildlife and ecosystems we visit the mountains to enjoy.</p>	A32.3F
45236	Hopson, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Hopson</p>	A32.3A; A32.3F
44734	Horch, Felicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Felicia Horch</p>	A32.3A; A32.3F
56079	horgan, Conor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conor horgan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46793	Horger, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Horger</p>	A32.3A; A32.3F
47749	Horman, Bryson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryson Horman</p>	A32.3A; A32.3F
43644	Horman, Zina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zina Horman</p>	A32.3A; A32.3F
44586	Horn, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Horn</p>	
45695	Horn, Dallas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallas Horn</p>	A32.3A; A32.3F
41258	Horn, Jeremy	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
55643	Horn, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Horn</p>	A32.3A; A32.3F
47338	hornberger, hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, hannah hornberger</p>	
47878	Horne, Sabine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabine Horne</p>	A32.3A; A32.3F
40151	Horner, Glenn	<p>All of this for ski areas to make more money. This will not lessen vehicle traffic it will add to the over crowding of the ski areas. All the ideas have been around for decades and none ever acted upon. Are the ski areas going to be allow to grow to service the increase skier traffic? One thing for sure needs to happen and that is the government needs to get off its [REDACTED] and do one or all of these ideas and stop studying and wasting tax dollars in yourself. The ski areas are allowed to way over sell season passes and tickets so much that you have to race up the canyons just to get a parking space. There should be ski areas from I-80 to Sundance with access up every canyon on both sides. The SLC valley is the worlds largest ski town with a bunch of little [REDACTED] ski areas the could combine to make the worlds greatest skiing but won't. Now the government is trying to put together little [REDACTED] ideas to make it look like it is doing something and accomplishing nothing.</p>	A32.29VV
39239	Horner, Glenn	<p>First how long is this going on? Leave it to government to turn problem solving into a money sucking long term career. First the ski areas involved in this are not growing lift or trail systems to provide for the increase in skier visits. Why would adding a gondola be necessary. Look I'm in the belief that the Wasatch from I-80 to Sundance should be a huge ski area with many bases and canyons giving access. Until the ski areas expand why expand the the access?</p>	A32.29VV
49964	Horner, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Horner</p>	A32.3A; A32.3F
45815	Horness, Antoine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Antoine Horness</p>	
46467	Horning, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Horning</p>	A32.3A; A32.3F
53669	horrocks, Kaitlan	<p>To whom it may concern,</p> <p>I OPPOSE the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlan horrocks</p>	A32.3A; A32.3F
43052	Horrocks, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Horrocks</p>	A32.3A; A32.3F
55334	Horsley, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Horsley</p>	
53099	Horsley, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Horsley</p>	A32.3A; A32.3F
51572	Horsley, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Horsley</p>	A32.3A; A32.3F
54542	Horsley, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Horsley</p>	A32.3A; A32.3F
42142	Horst, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Horst</p>	
42178	Horst, Helen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Helen Horst</p>	A32.3A; A32.3F
41954	Horstmann, Bimini	Please consider valuing the beautiful natural ecosystems that make Utah so special, rather than just financial gain. Please consider sustainable alternatives to this destructive plan.	A32.29VV
52174	Hortin, Tayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayna Hortin</p>	A32.3A; A32.3F
51901	Hortin, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Hortin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46688	Horton, Hailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailee Horton</p>	A32.3A; A32.3F
54599	Horton, Jonna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonna Horton</p>	A32.3A; A32.3F
49891	Horton, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Horton</p>	A32.3A; A32.3F
46792	Horvath, Fabian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fabian Horvath</p>	
53384	Horvath, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Horvath</p>	A32.3A; A32.3F
42227	Hosenfeld, Nanette	<p>The gondola will cross three roadless areas. While the official line is that the towers will be installed via helicopter, roads will be necessary for maintenance and initial infrastructure development. This will have disastrous consequences for the area and I am strongly opposed to the gondola.</p>	A32.3A; A32.3H
50700	hoskins, tayci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tayci hoskins</p>	A32.3A; A32.3F
39781	Hoskisson, Brian	<p>I do not want a gondola in Little Cottonwood Canyon or in the Wasatch Wilderness.</p>	A32.29VV
49418	Hosko, Seth	<p>To whom it may concern,</p> <p>Please use existing infrastructure (the road) to find more efficient and environmentally friendly additions, like electric buses, and impose limits on traffic/visitors if necessary.</p> <p>Little cottonwood is a rare outdoor gem, please consider other options before making a permanent impact like this one.</p> <p>Regards, Seth Hosko</p>	A32.29VV
50300	Hosman, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Hosman</p>	
43632	HOSTERMAN, ADAM	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ADAM HOSTERMAN</p>	A32.3A; A32.3F
54076	Hotimsky, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Hotimsky</p>	A32.3A; A32.3F
42892	Houden, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Houden</p>	A32.3A; A32.3F
47901	Houge, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Houge</p>	
43276	Houle, Dominic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominic Houle</p>	A32.3A; A32.3F
42518	Houmand, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Houmand</p>	A32.3A; A32.3F
49421	House, Camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Camryn House	
49019	House, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan House</p>	A32.3A; A32.3F
47155	Houser, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Houser</p>	A32.3A; A32.3F
39377	Houtz, Janet	<p>UDOT,</p> <p>Before making final decisions...please consider that you will be creating an expensive, antiquated gondola system (gondolas are out of style...antiquated). The problem is...once you have installed this system...it will be expensive to maintain and if will be unsightly metal destroying a beautiful canyon/forest...for years and years. Lastly, I noticed tolling is in the works too...for me...it sounds like you are closing off the canyon to those who cannot afford tolls and/or gondolas. Will there be bus service in the mix? Please reconsider this enormous, expensive, encroaching project. A mistake like this may have negative impacts to our county residents.</p> <p>Thank you.</p> <p>Janet</p>	A32.29VV
39726	Houtz, Linda	I am against challenging the integrity of the Roadless Conservation areas. If this was a matter of protecting against fires or other natural disasters, then I think going against the Roadless protections would be worth a consideration. To add human constructions and all the damage to the area that would be involved is not an acceptable reason to challenge the Roadless rule. To challenge the rules for these gondolas that many of us will never ride, some won't be able to afford to ride, for the sake of manmade recreation areas, seems at odds with the values of our state and why people move here. Yes, the revenue created from tourists using the canyon is important do our state, but the gondolas are not the answer. What is next to be compromised?	A32.29VV
42496	Hover, Jo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jo Hover</p>	
40891	Hovermale, Matthew	<p>I spent most of my teenage years climbing and scrambling in LCC. I treasured how wild and rugged the canyon was and is. Please don't approve a gondola. We don't need a gimmicky, expensive, wilderness ruining, trick pony that will only benefit a few already wealthy people.</p>	A32.29VV
46953	Howard, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Howard</p>	A32.3A; A32.3F
43560	Howard, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Howard</p>	A32.3A; A32.3F
40293	Howard, Bill	<p>Still don't want the gondola. I sure don't want to pay for it!</p>	A32.29VV
50653	Howard, Chantel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantel Howard</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39757	Howard, Christina	I do not want a Gondola in Utah's roadless areas.	A32.3A
46750	Howard, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Howard</p>	A32.3A; A32.3F
41112	Howard, Dustin	Please do not put a gondola in. We need improved bus services. A gondola would ruin the purity of our beautiful canyon. It's an affront to nature and all that we love about it.	A32.29VV
52471	Howard, Dustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustin Howard</p>	A32.3A; A32.3F
47948	Howard, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Howard</p>	A32.3A; A32.3F
41158	Howard, Gary	The gondola is an atrocious waste of taxpayer money. It will forever ruin the natural canyon. The cost is incomprehensible and the canyon will be irreparably tainted.	A32.3F
49784	Howard, Jaci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaci Howard</p>	
52632	Howard, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Howard</p>	A32.3A; A32.3F
51784	Howard, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Howard</p>	A32.3A; A32.3F
53346	Howard, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We love where we live and and don't want to see these negative impacts.</p> <p>Regards, Madison Howard</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46917	Howard, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Howard</p>	A32.3A; A32.3F
54541	Howard, Matt	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Howard</p>	A32.3A; A32.3F
40837	Howard, Pat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pat Howard</p>	A32.3A; A32.3F
44486	Howard, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Howard</p>	
41215	Howard, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Howard</p>	A32.3A; A32.3F
41008	Howard, William	No Gondola....	A32.29VV
45419	Howe, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Howe</p>	A32.3A; A32.3F
55585	Howe, Beverly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beverly Howe</p>	A32.3A; A32.3F
45429	Howe, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Howe</p>	
51316	howe, kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kiana howe</p>	A32.3A; A32.3F
46555	Howe, Rio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rio Howe</p>	A32.3A; A32.3F
46918	Howe, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sarah Howe</p>	
44307	Howell, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ash Howell</p>	A32.3A; A32.3F
50009	Howell, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Howell</p>	A32.3A; A32.3F
46881	Howell, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Howell</p>	A32.3A; A32.3F
48130	Howell, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Howell</p>	
54823	Howell, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Howell</p>	A32.3A; A32.3F
50787	Howell, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Howell</p>	A32.3A; A32.3F
53284	Howell, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Howell</p>	A32.3A; A32.3F
46890	Howell, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Howell</p>	
54790	Howell, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Howell</p>	A32.3A; A32.3F
42715	hower, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira hower</p>	A32.3A; A32.3F
43963	howland, madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, madeleine howland</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50854	Howland, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Howland</p>	A32.3A; A32.3F
42732	Hoy, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Hoy</p>	A32.3A; A32.3F
50613	Hoyer, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Hoyer</p>	A32.3A; A32.3F
50933	Hoyt, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Hoyt</p>	
50109	Hoyt, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Hoyt</p>	A32.3A; A32.3F
49846	Hoyt, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Hoyt</p>	A32.3A; A32.3F
54073	Hrabar, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Hrabar</p>	A32.3A; A32.3F
40668	Hrdlicka, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Hrdlicka</p>	
41548	Hren, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hren</p>	A32.3A; A32.3F
46620	Hrivnak, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Hrivnak</p>	A32.3A; A32.3F
51433	Hronek, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hronek</p>	A32.3A; A32.3F
53582	Hrovat-Staedter, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hrovat-Staedter</p>	
46367	HS, Tristan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristan HS</p>	A32.3A; A32.3F
40679	Hsieh, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Hsieh</p>	A32.3A; A32.3F
50396	Hsu, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Anna Hsu	
49371	Hsu, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Hsu</p>	A32.3A; A32.3F
46819	Hsu, Rhianne	<p>To whom it may concern,</p> <p>To Whom It May Concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhianne Hsu</p>	A32.3A; A32.3F
40973	Hu, Helen	I OPPOSE using Utah tax money to build a gondola that would primarily benefit only two private ski resorts!	A32.29VV
55331	Hu, Helen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Helen Hu</p>	A32.3A; A32.3F
48201	Hu, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Hu</p>	
48085	Huang, Sherry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sherry Huang</p>	A32.3A; A32.3F
55042	Hubbard, Annett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annett Hubbard</p>	A32.3A; A32.3F
51632	Hubbard, August	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, August Hubbard</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53942	Hubbard, Carolina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolina Hubbard</p>	A32.3A; A32.3F
55231	Hubbell, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Hubbell</p>	A32.3A; A32.3F
55205	Huber, Abigayle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigayle Huber</p>	A32.3A; A32.3F
43574	Huber, Elias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elias Huber</p>	
52585	Huber, Matthias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthias Huber</p>	A32.3A; A32.3F
41077	Huber, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Huber</p>	A32.3A; A32.3F
50990	Hubert, Caylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caylee Hubert</p>	A32.3A; A32.3F
55162	Hubert, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Hubert</p>	
46692	Hubert, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Hubert</p>	A32.3A; A32.3F
49761	Hubert, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Hubert</p>	A32.3A; A32.3F
47069	Huckaby, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Huckaby</p>	A32.3A; A32.3F
39499	Huckin, Teri	<p>Since moving to Utah 34 years ago, my wife, two sons, and I have enjoyed many many days rock climbing on Little Cottonwood Canyon's glorious cliffs and skiing at its two areas. I am aware that the canyon is hosting more and more visitors and that something needs to be done to accommodate them. But a gondola for the well-heeled is NOT the answer. Among other things, its 22 enormous towers and service pads would greatly -- and negatively -- impact the visual beauty of the canyon. And as a local taxpayer I should not have to help</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>subsidize a contrivance that my family and I will never afford to use.</p> <p>Surely there's a better, less costly, and more democratic way to deal with the crowds that sometimes occur in the Canyon!</p>	
54467	Hudder, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Hudder</p>	A32.3A; A32.3F
52777	Huddleston, Anica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anica Huddleston</p>	A32.3A; A32.3F
52844	Huddleston, Lorien	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorien Huddleston</p>	A32.3A; A32.3F
39746	Huddleston, Robin	<p>Why Don't you put All of the Money you Plan on Spending for a Gondola that Not Everyone Can Use and FIX the ROADS that Everyone Drives On and Leave Those Beautiful Areas Alone???</p>	A32.29VV
49343	Hudson, Ayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ayden Hudson</p>	
50759	Hudson, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Hudson</p>	A32.3A; A32.3F
42256	Hudson, Jane	<p>The proposed gondola should not be exempt from the Roadless Rule and I fully disagree with UDOT's poor interpretation of the rule. It is a permanent highway project that would have negative impacts on our watershed, plant and animal communities, canyon views, recreation opportunities, etc. The proposed gondola system would situate towers, angle stations, snow sheds, and the clearing of vegetation within one of the Wasatch's most protected areas, impacting three roadless areas in Little Cottonwood Canyon. The Forest Service limited road construction in areas protected by RACR because of its negative impacts, such as habitat fragmentation and degradation, reduced water quality for wildlife and human uses, increased erosion and slope instability, and increased human disturbances in remote areas. Although the gondola is not a road, it would have the permanent damaging effects to LCC which has already been deemed worth of protection under RACR.</p>	A32.3A; A32.3F
44293	Hudson, Kyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyler Hudson</p>	A32.3A; A32.3F
39803	Hudson, Paul	<p>Thank you for reviewing the potential impacts of all alternatives on wilderness areas in the Wasatch.</p> <p>I strongly believe that wilderness protections should be extended in the Wasatch, not compromised.</p> <p>I strongly oppose the gondola proposal. I believe that it would negatively impact the Wilderness areas already designated in Little Cottonwood Canyon. The Roadless Area Conservation Rule was enacted to prevent precisely this sort of construction and related impacts to our Wilderness/Roadless areas.</p>	A32.29VV
48866	hudson, Rocky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rocky hudson</p>	
52050	Huefner, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Huefner</p>	A32.3A; A32.3F
42262	huelskamp, jeanne	<p>I am VERY against the building of a gondola in Little Cottonwood canyon. This is NOT a solution!</p>	A32.29VV
54297	huerta, Luisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luisa huerta</p>	A32.3A; A32.3F
54506	huerta, yuri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, yuri huerta	
45929	Huestis, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Huestis</p>	A32.3A; A32.3F
40249	Huff, Charles	The gondola will not even begin to meet the needs of transportation into and out of the canyon. EV shuttle buses on a 5 minute schedule with stops for trail heads would cover all needs.	A32.29VV
44527	Huff, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Huff</p>	A32.3A; A32.3F
46662	Huff, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Huff</p>	A32.3A; A32.3F
54301	Huff, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Huff</p>	
51038	Huffaker, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Huffaker</p>	A32.3A; A32.3F
50853	Huffman, Destiny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Destiny Huffman</p>	A32.3A; A32.3F
50121	Huffman, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Huffman</p>	A32.3A; A32.3F
45966	Hughes, Alyssa	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Hughes</p>	
40154	Hughes, Barbara	<p>This is a flawed plan, too much taxpayer dollars,</p> <p>For the number of Utah & slc citizens who use it. Too much impact on land and only enhances the pockets of corporations.</p> <p>Will not mitigate traffic congestion in canyons for summer and many many costs and details to public not known. Does nothing for immediate public safety and good.</p> <p>Also will put enormous pressure on Big Cottonwood Cyn. Where the traffic flow is HORRIBLE.</p>	A32.29VV
51790	Hughes, benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, benjamin Hughes</p>	A32.3A; A32.3F
43888	Hughes, Carlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlie Hughes</p>	A32.3A; A32.3F
44105	Hughes, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Hughes</p>	
55309	Hughes, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please consider expanding bus services and implementing electric vehicles. Let's reduce air pollution in our beautiful state!</p> <p>Regards, Chelsea Hughes</p>	A32.3A; A32.3F
41348	Hughes, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Hughes</p>	A32.3A; A32.3F
52081	Hughes, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Eleanor Hughes	
55799	Hughes, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Additionally, the large amount of deforestation required for installing/maintaining the gondola towers remains unspoken of. My understanding is that clear cutting is required in excess of 50 feet on each side gondola of cable lines. The destruction of a national forest by creating what depicts a oil pipeline gouging the canyon floor is an unethical act, defacing the natural beauty we want to preserve for our children to enjoy. As someone who was born and spent my entire life living in Utah I highly disprove of the proposed gondola solution including the environmental and economic impact that it would have on Utah citizens.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Hughes</p>	A32.3A; A32.3F
41318	Hughes, Gayle	I am so opposed to gondolas going up Little Cottonwood Canyon. Just another effort by promoters when there are so many other viable solutions to explore. Stop this movement!	A32.29VV
53035	Hughes, Haddon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haddon Hughes</p>	A32.3A; A32.3F
47200	Hughes, Izzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Izzy Hughes	
47742	Hughes, Jed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jed Hughes</p>	A32.3A; A32.3F
50205	Hughes, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Hughes</p>	A32.3A; A32.3F
52847	HUGHES, JULIA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JULIA HUGHES</p>	A32.3A; A32.3F
53889	Hughes, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Hughes</p>	
50294	Hughes, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Hughes</p>	A32.3A; A32.3F
53778	Hughes, Roger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roger Hughes</p>	A32.3A; A32.3F
54603	Hughes, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Hughes</p>	A32.3A; A32.3F
42679	Hughes, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Hughes</p>	
46996	Hughes, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Hughes</p>	A32.3A; A32.3F
47804	Hughston, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Hughston</p>	A32.3A; A32.3F
56102	Huhner, Kurt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kurt Huhner</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46137	Huish, West	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, West Huish</p>	A32.3A; A32.3F
45792	Hulet, Dusty	<p>To whom it may concern,</p> <p>I live on the East Bench, and a Gondola is a bad idea. Close the roads to cars if you must—buses only, like Zion National Park if you need to—but not a Gondola all the way up the canyon.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dusty Hulet</p>	A32.3A; A32.3F
48822	Hulet, Genesee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Genesee Hulet</p>	A32.3A; A32.3F
53370	Hulet, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Hulet</p>	
40775	Hulett, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hulett</p>	A32.3A; A32.3F
46875	Hull, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hull</p>	A32.3A; A32.3F
52261	Hull, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Hull</p>	A32.3A; A32.3F
48606	Hull, Kyra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyra Hull</p>	
44595	Hull, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Why the [REDACTED] would you put a gondola in?!?!</p> <p>Regards, Lucas Hull</p>	A32.3A; A32.3F
54782	Hulse, Makayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makayla Hulse</p>	A32.3A; A32.3F
51716	Hult, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Laura Hult</p>	
44514	Hume, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Hume</p>	A32.3A; A32.3F
52443	Hummel, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure.</p> <p>Regards, Morgan Hummel</p>	A32.3A; A32.3F
52486	Humpherys, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Humpherys</p>	A32.3A; A32.3F
45077	humphrey, Hall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hall humphrey</p>	
55885	Humphrey, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Humphrey</p>	A32.3A; A32.3F
52999	Humphrey, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We need more people first solutions, not highly engineered solutions that continue to create division between humans.</p> <p>Regards, Noah Humphrey</p>	A32.3A; A32.3F
52000	Humphrey, Phoenix	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoenix Humphrey</p>	A32.3A; A32.3F
53946	Humphrey, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Humphrey</p>	
44381	Humphrey, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Humphrey</p>	A32.3A; A32.3F
45260	Humphreys, Rae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rae Humphreys</p>	A32.3A; A32.3F
44623	humphreys, teegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, teegan humphreys	
55836	Hundhammer, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support alternative solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations, more frequent service, and rapid bus lanes, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Hundhammer</p>	A32.3A; A32.3F
44903	Hungerford, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hungerford</p>	A32.3A; A32.3F
53255	Hunsaker, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Hunsaker</p>	A32.3A; A32.3F
41022	Hunsaker, Jim	I favor the enhanced bus service plan and DEFINITELY not the gondola. To spend all this money to make the canyon ugly for the benefit of the two ski resorts is wrong. This should have been voted on by the people of Salt Lake county. I'm a Sandy resident and I think we have not been heard, even though most people are against the gondola. Please no gondola.	A32.29VV
50073	Hunsaker, Kaden	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Hunsaker</p>	
42890	Hunsaker, Siena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Siena Hunsaker</p>	A32.3A; A32.3F
55030	Hunsinger, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Hunsinger</p>	A32.3A; A32.3F
44315	Hunt, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aaron Hunt	
49254	Hunt, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Hunt</p>	A32.3A; A32.3F
52942	Hunt, Aimee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimee Hunt</p>	A32.3A; A32.3F
53220	Hunt, Akira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Akira Hunt</p>	A32.3A; A32.3F
42331	Hunt, Alex	<p>A large number of avalanche snow sheds and tunnels should be built to protect the road (Euro style). This winter has clearly shown that it would drastically reduce the amount of time it would take to do avalanche control. Additionally, multi story parking garages could be constructed at the current parking locations to house a much larger quantity of vehicles and serve as transport hubs for buses. It's well known at this point that the La Caille idea is a political insiders under the table deal that aims to spend taxpayer money to benefit a buddy/buddy relationship.</p> <p>The gondola idea has a kitschy sight seeing uniqueness to it, but ultimately isn't a strong solution. I am not convinced UDOT can efficiently handle a new form of transportation (gondola) that is much more complicated than a bus. Would you want to be stuck in a gondola car waiting to be evacuated from a cabin when it eventually has a mechanical issue?</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Thanks for taking time to read, and consider these thoughts.	
44245	Hunt, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Hunt</p>	A32.3A; A32.3F
47395	Hunt, Carissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carissa Hunt</p>	A32.3A; A32.3F
54492	Hunt, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Hunt</p>	A32.3A; A32.3F
48215	Hunt, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Hunt</p>	
54771	Hunt, Irene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Irene Hunt</p>	A32.3A; A32.3F
53980	Hunt, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>We should run an electric train system up the canyon. Please go visit Switzerland and see how it's done. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Hunt</p>	A32.3A; A32.3F
40843	Hunt, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Hunt</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39760	Hunt, Justin	No. Just no. Please, mandate car pooling, increase bud service, and build avalanche snow sheds	A32.29VV
46534	Hunt, Leigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leigh Hunt</p>	A32.3A; A32.3F
49562	Hunt, Libby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Libby Hunt</p>	A32.3A; A32.3F
48011	Hunt, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hunt</p>	A32.3A; A32.3F
48891	Hunt, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Hunt</p>	
47607	Hunt, Tamra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tamra Hunt</p>	A32.3A; A32.3F
47529	Hunt, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Hunt</p>	A32.3A; A32.3F
40687	Hunt, Tanya	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.3A; A32.3F
49106	Hunt, Tanya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanya Hunt</p>	A32.3A; A32.3F
39553	hunt, william	<p>Taxpayer funds should not be used for the direct benefit of 2 for-profit ski areas (Alta and Snowbird) and the real estate developers who own large tracts of land in the mouth of Little Cottonwood Canyon suitable for hotels and other related facilities.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The approach that makes the most sense is banning car traffic during the ski season and requiring skiers to take a bus to the resorts on a reservation basis, much like the bus system in use at Zion National Park. The Zion shuttle probably carries as many, if not more, people per day as a Little Cottonwood Canyon shuttle would.</p>	
47202	hunter, ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ashley hunter</p>	A32.3A; A32.3F
45141	Hunter, Austen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austen Hunter</p>	A32.3A; A32.3F
53885	Hunter, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Hunter</p>	A32.3A; A32.3F
52301	Hunter, Brookelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brookelle Hunter</p>	
46542	Hunter, Caitie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitie Hunter</p>	A32.3A; A32.3F
47629	Hunter, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Hunter</p>	A32.3A; A32.3F
48118	Hunter, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Hunter</p>	A32.3A; A32.3F
43420	hunter, Elias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elias hunter</p>	
46006	Hunter, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Hunter</p>	A32.3A; A32.3F
40181	Hunter, Jon	<p>Please consider additional bus service and tolls over the Gondola solution. Little Cottonwood is a unique and special location for year-long recreation activities and limiting transport to a Gondola system which is unable to access all trailheads and accommodate more people does not serve all users of the canyon.</p>	A32.29VV
55773	Hunter, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Hunter</p>	A32.3A; A32.3F
51353	Hunter, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lisa Hunter	
41220	Hunter, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Hunter</p>	A32.3A; A32.3F
43621	Hunter, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Hunter</p>	A32.3A; A32.3F
43751	Hunter, Reid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reid Hunter</p>	A32.3A; A32.3F
42375	hunter, ryan	No Gondola, it is an abuse of taxpayers dollars to benefit a select few. It is not for the people of Utah	A32.29VV
56014	Hunter, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Hunter</p>	
50379	Huntington, AJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AJ Huntington</p>	A32.3A; A32.3F
51750	Huntington, Cassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassie Huntington</p>	A32.3A; A32.3F
41332	Huntley, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Huntley</p>	A32.3A; A32.3F
40880	Huntsman, Lily	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54608	Huntsman, McKade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKade Huntsman</p>	A32.3A; A32.3F
53051	Huntsman, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Huntsman</p>	A32.3A; A32.3F
54918	Huot, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marco Huot</p>	A32.3A; A32.3F
52654	Hurd, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Hurd</p>	
44133	Hurd, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Hurd</p>	A32.3A; A32.3F
45109	Hurly, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>You should use our tax paying money to paint reflective lines on our roads, so we can actually see where to drive on the roads, especially interstates, at night and especially in the rain. That would actually help everyone. I'm from South Dakota originally, and somehow they figured out a way to pay for it, plow safely over it, and maintain it. Our plowing service in Sandy also is sub par. Lots of bigger problems.</p> <p>Regards, Sam Hurly</p>	A32.3A; A32.3F
43218	Hurner, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Hurner</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47011	Hursey, Adjoa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adjoa Hursey</p>	A32.3A; A32.3F
45249	Hurst, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Hurst</p>	A32.3A; A32.3F
50130	Hurst, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Hurst</p>	A32.3A; A32.3F
56041	Hurster, Christine	<p>To whom it may concern,</p> <p>As someone who travels to SLC and Park city 4-6 times a year- there is absolutely no reason for this gondola to be put up in little cottonwood. Please don't do this. My sister lives in Utah and commutes from SLC to park city every day as a school teacher. She asked me to write this so you all knew how personal this is for our family.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Hurster</p>	
49988	hurt, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah hurt</p>	A32.3A; A32.3F
46304	Hurtado, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Hurtado</p>	A32.3A; A32.3F
50919	Hurtt, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Hurtt</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45123	Hurty, Michelle	<p>To whom it may concern,</p> <p>As a frequent visitor to SLC and the treasures available in the Wasatch, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. I do not envision myself using the gondola to access LCC. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I urge you to support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Hurty</p>	A32.3A; A32.3F
49909	Huskisson, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Huskisson</p>	A32.3A; A32.3F
46448	Huss, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Huss</p>	A32.3A; A32.3F
53068	Hussey, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Hussey</p>	
50063	Huston, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Huston</p>	A32.3A; A32.3F
52369	Hutchens, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Hutchens</p>	A32.3A; A32.3F
43277	Hutchings, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Hutchings</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55524	Hutchings, Abigale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigale Hutchings</p>	A32.3A; A32.3F
44703	Hutchings, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Hutchings</p>	A32.3A; A32.3F
52086	Hutchins, Atlas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Atlas Hutchins</p>	A32.3A; A32.3F
40466	Hutchins, Edd	<p>I believe this gondola is not the correct solution. Living off ██████████ between LCC and BCC I have personal investment in this. Destroying the national forest and beauty of little Cottonwood Canyon for a gondola that is only used a few months out of the year is very shortsighted. Look at the foresight of Central Park in New York City. People need wilderness.</p>	A32.29VV
53723	Hutchins, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Hutchins</p>	
40039	Hutchins, Robert	<p>With this recent round of weather and 4 days of road closure, it reinforces my position that the Gondola should be built!</p> <p>Build the Gondola!!!</p>	A32.29VV
50996	Hutchinson, Amber	<p>To whom it may concern,</p> <p>Don't do this! Please! If it only stops at private resorts don't make the taxpayers pay. The cost and environmental impact are staggering.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Hutchinson</p>	A32.3A; A32.3F
56212	Hutchinson, Brian	<p>To whom it may concern,</p> <p>What would be the "world's longest gondola" is nothing more than an environmental disaster, invoiced to Utah's taxpayers, that keeps on taking. The initial price tag reads \$1.5 billion, but the environmental damage to the canyon and the long-term environmental impacts on the valley represent a far greater cost.</p> <p>The agencies involved have either not done their homework, or not shared the ugly truth of the severe environmental impacts associated with building over twenty 200-foot towers in Little Cottonwood Canyon and large loading stations, parking lots, and other structures.</p> <p>Sold as a way to magically remove 30% of the traffic from the canyon, it is more likely to add at least 30 % to the already-crowded ski runs. Interestingly, the resort developers and managers, the US Forest Service, UDOT and other proponents are not sharing what a 30 % increase in vehicle traffic would do to Salt Lake Valley's air quality. They also have not addressed how such traffic would alter the quality of life for residents along the canyon gateway communities.</p> <p>To support/enforce use of the proposed tram, this group has proposed a warped alteration of a simple canyon-base tolling system, originally designed to promote use of the UTA bus. Rather than a flat fee for a year-round tolling system, this group is slipping in a dynamic-pricing model, for winter-only service to two private ski resorts. Nothing about year-round, managed, public access for all SL Valley citizens.</p> <p>Regards, Brian Hutchinson</p>	A32.29VV
43958	Hutchinson, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Hutchinson</p>	
54080	hutchinson, joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, joseph hutchinson</p>	A32.3A; A32.3F
51034	Hutchinson, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Hutchinson</p>	A32.3A; A32.3F
52087	Hutchison, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Hutchison</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53635	Hutchison, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It really won't be worth the investment! invest in you states natural beauty! or invest in a train that would be way more efficient.</p> <p>Regards, Erin Hutchison</p>	A32.3A; A32.3F
44897	Hutchison, Josiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josiah Hutchison</p>	A32.3A; A32.3F
54261	Hutten, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Hutten</p>	A32.3A; A32.3F
43034	Huynh, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Huynh</p>	
47150	Hybarger, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Hybarger</p>	A32.3A; A32.3F
44222	Hyde, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Hyde</p>	A32.3A; A32.3F
45448	Hyde, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cade Hyde</p>	A32.3A; A32.3F
46303	Hyde, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Hyde</p>	
45787	Hyde, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Hyde</p>	A32.3A; A32.3F
51802	Hydok, Meagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meagan Hydok</p>	A32.3A; A32.3F
46966	hymas, Camee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camee hymas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45858	Hymas, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Hymas</p>	A32.3A; A32.3F
48207	Hymas, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Hymas</p>	A32.3A; A32.3F
53586	Hynes, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Hynes</p>	A32.3A; A32.3F
44124	Iarrobino, Meggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meggie Iarrobino</p>	
42540	Ibarra, Chrystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chrystal Ibarra</p>	A32.3A; A32.3F
46462	Idelkope, Alan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alan Idelkope</p>	A32.3A; A32.3F
53237	Idelkope, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Idelkope</p>	A32.3A; A32.3F
46009	ifill, Edward	<p>To whom it may concern,</p> <p>I want so say that areas like these around the country are places for people who are growing, escaping, and living. It might not look like it from the outside perspective but there's a reason we call it an outside perspective. Yes you see it as another view. But what I'm saying is from the OUTSIDE perspective this is destroying one area that is free to the public to use and love all while</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>creating a eyesore for the people who pay more. You may think that this adds to the value of the local outdoor industry (an industry that generates as much gdp as the oil and gas business) but really this hurts it. Think about all the missed sales of climbing gear, and guides. All the backcountry skis. All of this locally bought inventory will be taken away from the local economy. This effects people in the city their livelihood may be built in part to this canyon. I know that my zip code makes this email less "important" but if I can write this passionately about a small area in the world then you might want to think about all the silent people who will always love it more then me and how much it might mean to them.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edward ifill</p>	
40113	Imbriglio, Adam	I am a resident of Cottonwood Heights and this year is a clear indication of why we need alternative transportation up and down the canyon. I am in favor of building the gondola!	A32.29VV
43151	Ingle, Gunnar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gunnar Ingle</p>	A32.3A; A32.3F
43044	ingles, aubrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aubrie ingles</p>	A32.3A; A32.3F
55379	Inglis, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailee Inglis</p>	
43778	Ingolia, Chrissie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chrissie Ingolia</p>	A32.3A; A32.3F
44045	Ingraham, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Ingraham</p>	A32.3A; A32.3F
40343	Ingraham, E	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored,</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
47638	Ingram, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Ingram</p>	A32.3A; A32.3F
40192	Ingram, Emily	<p>Inventoried roadless areas are designated roadless for a reason. Little Cottonwood Canyon is home to countless species of wildlife, invertebrates, plants, fungi, and more that are so vital to the health of our ecosystem. As the Salt Lake Valley and adjacent areas develop so rapidly, we are losing natural sanctuaries at an equally rapid rate. As we destroy these natural areas for human-related development, we lose the ecosystem functions provided by a natural area. More impermeable surfaces mean more run off and less water sinking and slowing into the ground, not replenishing Utah's shrinking water levels as it so badly needs. That is but one of many environmental impacts of breaching an inventoried roadless area. Let's put the money allocated to this project to expanding the bus system, ride-share systems, and other lower-cost, lower-impact alternatives.</p>	A32.3A; A32.3F
43214	Ingram, Kellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellie Ingram</p>	A32.3A; A32.3F
54835	Inkley, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Inkley</p>	A32.3A; A32.3F
39750	Innes, Sean	I am a taxpayer and do not want to see a Gondola in utah's roadless areas	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40855	Innes, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Innes</p>	A32.3A; A32.3F
46753	Inouye, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Inouye</p>	A32.3A; A32.3F
42622	Inouye, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Inouye</p>	A32.3A; A32.3F
41000	Inouye, Melissa	<p>I am a skier and have skied at Alta and love Alta but I do not think that it is ethical reasonable or logical to spend millions of dollars of taxpayer money on something that benefits two private businesses which charge exorbitant rates. It will just bring more out-of-towners to ski at the Cottonwood Canyons and ruin our quality of life in Utah. We can do so many things with the money proposed for the gondola. Just set up electric bus shuttles and have them run really frequently and we are all good.</p>	A32.29VV
54194	Instefjord, Shannara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannara Instefjord</p>	
51423	Ipsen, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Ipsen</p>	A32.3A; A32.3F
40806	Ipson, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Ipson</p>	A32.3A; A32.3F
41260	Ipson, Heather	<p>I am honestly horrified and sick to my stomach that fellow Utahns would think that destroying our beloved canyon with a gondola is the best option. It is not. It is a shortsighted decision driven by the ski industry. This is the canyon I grew up in, and it is sacred to me as it is to so many other Utahns. Please do not desecrate it for us and for future generations.</p>	A32.29VV
42574	Ipson, Landon	<p>To whom it may concern,</p> <p>I am a frequent user of Little Cottonwood Canyon for biking and hiking. I have never used the resorts. I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. We need a solution that will serve everyone.</p> <p>Thee gondola will not improve traffic congestion. Instead, it will cause permanent damage to the LCC experience that so many (including me) value for hiking, biking, and climbing.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. And yet, totally on brand for Utah.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Ipson</p>	
40294	Irani, Brevin	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
50390	Irelan, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Irelan</p>	A32.3A; A32.3F
43941	Irelan, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Irelan</p>	A32.3A; A32.3F
45717	Ireland, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Ireland</p>	A32.3A; A32.3F
46585	Irvin, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Irvin</p>	
47910	Irvin, Mickinzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mickinzie Irvin</p>	A32.3A; A32.3F
53581	Irvin, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Irvin</p>	A32.3A; A32.3F
39805	irving, matthew	<p>Ya'll are gonna do whatever the developers want you to do anyway, so why bother asking the poors? I just want to go on record saying [REDACTED] developers, [REDACTED] the ski resorts, and [REDACTED] the gondola. The dedicated bus lane makes the most sense.</p>	A32.29VV
53193	Irving, Nicolette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nicolette Irving	
47796	Irwin, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Irwin</p>	A32.3A; A32.3F
46376	Irwin, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Irwin</p>	A32.3A; A32.3F
50143	Isaacs, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Isaacs</p>	A32.3A; A32.3F
43642	Isaacson, Corinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corinn Isaacson</p>	
51714	Isaenko, Nadia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nadia Isaenko</p>	A32.3A; A32.3F
55194	Isakowitz, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Isakowitz</p>	A32.3A; A32.3F
44316	Isgett, Kyndall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyndall Isgett</p>	A32.3A; A32.3F
51403	Isham, Sydnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnie Isham</p>	
52589	Israel, Angelo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelo Israel</p>	A32.3A; A32.3F
55499	Israel, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Israel</p>	A32.3A; A32.3F
53257	Itaya, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Itaya</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43956	Ivan, Danika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danika Ivan</p>	A32.3A; A32.3F
55740	Ivanovich, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon - and leveraging existing infrastructure. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Public transit works! We just need more of it, and it's a fraction of the cost of building and maintaining new infrastructure.</p> <p>Regards, Andrew Ivanovich</p>	A32.3A; A32.3F
48737	Ivers, Chaska	<p>To whom it may concern,</p> <p>I HIGHLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chaska Ivers</p>	A32.3A; A32.3F
47719	Iverson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Every single UDOT member should be investigated for bribery and fraud. The gondola has the Terry Diehl situation written all over it x 100. When 90% of the state opposes something, when it breaks numerous laws, when it is bad for everyone besides two resort owners, when it requires citizens to pay for something that harms them...that is when you need to be HEAVILY investigated, namely your bank accounts examined, to find out why it is, exactly, you would still be trying to ramrod this thing through.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Iverson</p>	
41438	Iverson, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma iverson</p>	A32.3A; A32.3F
46730	Iverson, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Iverson</p>	A32.3A; A32.3F
44817	Iverson, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Iverson</p>	
42921	Iverson, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Iverson</p>	A32.3A; A32.3F
45388	iverson, will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, will iverson</p>	A32.3A; A32.3F
45738	Ivie, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Ivie</p>	A32.3A; A32.3F
49110	ivie, kyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kyson ivie</p>	
48899	Ivins, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Ivins</p>	A32.3A; A32.3F
53080	Ivory, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Even though this email has been sent by many this is my proof that I read and completely agree with everything stated.</p> <p>Regards, Bennett Ivory</p>	A32.3A; A32.3F
53335	Ivory, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Ivory</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50631	Izatt, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Izatt</p>	A32.3A; A32.3F
42281	J BOUD, MICHAEL	<p>Air quality: Using data from 14-yr old diesel busses is the worse case scenario and disingenuous. How many natural-gas or even electric busses could be purchased with \$1 million or \$2 or \$3 million? These busses would not be permanent eye sores like the gondola towers. Shuttle busses are flexible. Gondola towers are not. Also bus drivers should be paid more than UTA has been paying. That's also a fraction of the cost of a gondola which is costly to operate and maintain post-construction. How is that fair to tax payers? The solution is simple: shuttle busses and ride-share apps/incentivized carpooling. We have to try cheaper and more sensible alternatives. We can do this!</p>	A32.10G
42394	J BOUD, MICHAEL	<p>On both sides of Little Cottonwood Canyon is a buffer zone followed by federally designated wilderness areas. The spirit of the Roadless Rule includes no motorized or mechanized vehicles, including gondolas and its massive towers. Going around the law or misinterpreting it for the benefit of two private ski resorts will lose the trust of Utah residents and be an ongoing tax-burden even after completion of construction of a gondola that may not solve the problem.</p>	A32.3A
42247	J BOUD, MICHAEL	<p>Instead of misinterpreting the roadless rule, I support much lower-cost alternatives such as a robust private shuttle bus system possibly with natural gas vehicles AND carpooling incentives.</p>	A32.3A
42413	J BOUD, MICHAEL	<p>LCC is loved by everyone, no just in-resort skiers and snowboarders. It is wrong to make taxpayers pay for a gondola in a zone protected by the Roadless Rule for 3.5 months of the year when traffic is heavy on weekends and holidays. The 8.5 months of the rest of the year as well as winter days as enjoyed by many others who don't necessarily care to pay high prices at the resorts. We are responsible citizens. we love LCC</p>	A32.29VV
42251	J BOUD, MICHAEL	<p>22 huge towers averaging 200 feet high will destroy the amazing scenic and nature experience of LCC for hikers, bikers, climbers backcountry skiers, leaf peepers, flower enthusiasts, campers, etc. This includes those having entered a federally designated wilderness area. 201 is a Utah Scenic Byway for good reason. Let's keep it that way, not just the 8.5 months outside of ski season but the entire 12 months.</p>	A32.29VV
42268	J BOUD, MICHAEL	<p>Instead of a \$1.4 billion burden for taxpayers that may not work and would forever alter the appearance and experience of LCC lets try RIDE SHARE APPs. This and "slugging" have been highly successful in many metro areas such as DC to reduce traffic. Skiers could meet at a grocery store or shopping ctr parking lot with the help of an app. Women could select carpools with women only. Riders/drivers could have a profile and scoring system to incentivize punctuality, politeness, etc. This and private shuttle busses would be a fraction of the cost of a gondola--and not be PERMANENT eye sores. We can do this!</p>	A32.29VV
42403	J BOUD, MICHAEL	<p>The gondola violates the protected Roadless Rule. LCC is special because of it's diverse plant and wildlife, stunning views, and clean water that our thirsty valley depends on and federally designated wilderness areas that need buffer zones. Elk frequent LCC and are highly sensitive to development. Construction and a subsequent gondola would overstress elk and other wildlife, that depend on the lower elevations of the buffer zone between Hwy 210 and federal wilderness for part of the year.</p>	A32.3A; A32.3F; A32.3I
42396	J BOUD, MICHAEL	<p>Cleaner air and less traffic is possible by limiting the number of skiers at Alta and Snowbird. Skiers would be notified online when a quota is reached. This is only necessary for weekends and holidays. It's already done at Deer Valley and Powder Mtn. Why not Alta and Snowbird? It will also decrease lift lines and enhance the safety and overall skier experience. This in addition to a van/shuttle bus system owned by private companies or UTA and using natural gas and carpooling incentives is a no-brainer.</p>	A32.10G
42410	J BOUD, MICHAEL	<p>Construction in the roadless area will damage a diverse flora and fauna, including 1,200 different plants and animals. Roads will have to be built to construct the towers and maintain them thereafter. The \$1.4 billion cost to taxpayers won't end there due to costly upkeep and the actual operation of the gondola estimated at \$17 to \$200 per individual ride. This money could be used instead for pay raises for teachers, programs for the homeless and hungry, etc. We have much better alternatives for LCC that haven't been tried out in sensible, intelligent ways or at all (private shuttles run by natural gas or electricity and ride-share apps/carpooling incentives, etc. and limiting skiers per day).</p>	A32.3A; A32.10G
44920	J, Cyan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cyan J</p>	
40927	J, Megan	<p>The gondola is not a solution to the traffic problem in little Cottonwood canyon. It will cause more problems for the canyon, environment and locals. The gondola only serves the billionaires who own the resorts, not the land or people of Utah.</p>	A32.29VV
40875	J. Santholzer, Robert	<p>As a retired Engineering Geologist do wholeheartedly support the gondola - been a part of the team on the 10 miles long Gotthard tunnel in the Alps.</p> <p>Picking up my skis today at Snowbird, saw the seven avalanches - kudos to the UDOT road crew! Of course, the gondola won't be affected by that.</p> <p>Another great addition to the integrated LCC traffic solution would be an extension of Trax to the P&R of the gondola. Have in mind just one track in both directions similar to the S-train in Sugarhouse. That should ease the bus/car congestion along Canyon Road nicely.</p> <p>Thank you for your consideration.</p> <p>R. J. Santholzer</p>	A32.29VV
53048	Jablonski, Michal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michal Jablonski</p>	A32.3A; A32.3F
42665	JACK, SHAYLOR	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, SHAYLOR JACK</p>	A32.3A; A32.3F
46647	Jackman, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Jackman</p>	
45297	Jackman, Kyra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyra Jackman</p>	A32.3A; A32.3F
49332	Jackson, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Jackson</p>	A32.3A; A32.3F
52324	Jackson, Baylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylie Jackson</p>	A32.3A; A32.3F
46635	jackson, camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, camryn jackson</p>	
44450	Jackson, Emilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emilee Jackson</p>	A32.3A; A32.3F
42007	Jackson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Jackson</p>	A32.3A; A32.3F
41246	Jackson, Evan	<p>I and my family strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion as the cost to ride is too high and the time to ride is too long. This discourages usage and will only result in a +\$500 million boondoggle.</p> <p>Furthermore, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas (IRAs), threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>We cannot support a proposal that will reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>Why are taxpayers expected to foot the bill for a project that will directly benefit privately owned ski resorts? Why does UDOT support a plan the public does not support. Anywhere from 60-90% of the public opposes the gondola? Is special consideration or more weight given to those who like myself and my family that live at the base of the canyon who are directly affected by the project? All the above wrecks of corruption especially when considering who owns the land where the La Caille transit hub will be located. I will lobby the justice department as well as federal and state representatives to investigate UDOT and all those involved for corruption if the plan is approved. I will also lobby to pull all public funding of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>project if it is selected.</p> <p>Claiming the gondola is exempt from the “Roadless Rule” because it’s not technically a road is a willful misinterpretation of the spirit of the rule. Additionally, there is no denying the gondola directly violates the prohibition of timber harvesting in IRAs. To simply blow this off as “limited” harvesting simply isn’t true. Deforestation and removal of timber will extend beyond the tower areas as crew and equipment will need axis during construction. How does UDOT plan to gain axis to the area without building a “temporary road” and removing trees beyond the area required to build the gondola tower?</p> <p>In addition to the absence of roads, IRAs also contain important resources worth protecting including per UDOT’s own words, “reference landscapes, and natural appearing landscapes with high scenic integrity”. The gondola destroys the scenic value of the entire canyon. It is the equivalent of installing high voltage power lines running the length of the canyon. Would you UDOT or anyone for that matter support such a heinous destruction of our beautiful canyon?</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations (I.E. do more than just rebuild white pine and other popular trailheads. Add bus stops to these areas as well) and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.”</p> <p>Please, listen to the people... “ no gondola”.</p>	
50282	Jackson, Jeanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeanne Jackson</p>	A32.3A; A32.3F
41471	Jackson, Joe	<p>I don't support the gondola project and I don't think it solves any problems of traffic, people in the canyon limits, or more enjoyment of the canyon by individuals or groups. please don't build the gondola, ever.</p>	A32.29VV
44568	jackson, kyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kyla jackson</p>	A32.3A; A32.3F
49290	Jackson, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Jackson</p>	
49565	Jackson, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Jackson</p>	A32.3A; A32.3F
53295	Jackson, Linden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linden Jackson</p>	A32.3A; A32.3F
49419	Jackson, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Jackson</p>	A32.3A; A32.3F
42091	Jackson, Mark	I am firmly AGAINST a gondola for Little Cottonwood Canyon. I frequent the canyon for skiing and hiking.	A32.29VV
41200	Jackson, Natalie	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Jackson</p>	
54939	Jackson, Poppy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Poppy Jackson</p>	A32.3A; A32.3F
55485	Jackson, Trina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trina Jackson</p>	A32.3A; A32.3F
42097	Jackson, Tyrone	<p>I support the gondola. Everyone I know supports the gondola. You probably won't get many comments from people like me. Most will come from the rich and powerful living at the base of the canyon. Their sentiment is the classic "not in my backyard" we're all accustomed to hearing. The reality is this gondola will provide increased access to the canyons for people like me...but perhaps that exactly what the rich locals don't want. This project is a slam dunk...increased accessibility, reduced traffic, and good for the environment.</p>	A32.29VV
48021	Jackson, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Jackson</p>	
40628	Jacob, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Jacob</p>	A32.3A; A32.3F
53444	Jacobs, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Jacobs</p>	A32.3A; A32.3F
41073	Jacobs, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Jacobs</p>	A32.3A; A32.3F
43038	Jacobs, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Jacobs</p>	
47584	Jacobs, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Jacobs</p>	A32.3A; A32.3F
40566	Jacobs, Natalie	We needed buses and no disturbance to the beautiful nature around!	A32.29VV
40358	JACOBS, SPENCER	NO Gondola. It does not serve the interest of the general public.	A32.29VV
41870	Jacobs, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Jacobs</p>	A32.3A; A32.3F
48181	Jacobsen, Aubrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aubrie Jacobsen</p>	
48008	Jacobsen, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Jacobsen</p>	A32.3A; A32.3F
49192	Jacobsen, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Jacobsen</p>	A32.3A; A32.3F
44542	Jacobsen, Lindsay	<p>To whom it may concern,</p> <p>As a Salt Lake City resident, I oppose the Little Cottonwood Canyon Gondola project. I believe there are many other solutions to resolving traffic congestion that do not impose such irreparable damage to our ecosystem, watershed, and taxpayer dollars.</p> <p>Regards, Lindsay Jacobsen</p>	A32.3A; A32.3F
43445	Jacobsen, Sammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sammy Jacobsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45900	jacobson, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>And the traffic really isn't that bad.</p> <p>Regards, Charlie jacobson</p>	A32.3A; A32.3F
44094	Jacobson, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Jacobson</p>	A32.3A; A32.3F
49739	Jacobson, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Jacobson</p>	A32.3A; A32.3F
44431	Jacobson, Shaye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaye Jacobson</p>	
53368	Jacobson, Tommy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tommy Jacobson</p>	A32.3A; A32.3F
46185	Jacoby, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Jacoby</p>	A32.3A; A32.3F
48664	Jacoby, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Jacoby</p>	A32.3A; A32.3F
55532	Jacoby, Marc	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marc Jacoby</p>	
42321	Jacoby, Rebecca	<p>Using Utah State Funding or any public money to expand access up Little Cottonwood Canyon is not appropriate. The two Ski Resorts Alta and Snowbird are both privately owned and each resorts enjoys its profits. Usage of this very environmentally vulnerable roadway should be limited to reservation only if the growth of recreational use exceeds an uncompromising tilt of use. The bus enhancement with no lane expansion is most palatable. Do Not build all the high walls along Wasatch Blvd. Then you take away all the views of foothills and valley. Read your hearts on these matters. Really evaluate your intent. See what you will accomplish or misdirection for futures ahead!</p>	A32.29VV
47399	Jacques, Rachel	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Billions of tax dollars should NOT pay for this.</p> <p>Regards, Rachel Jacques</p>	A32.3A; A32.3F
43964	Jacques, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Jacques</p>	A32.3A; A32.3F
52675	Jaeger, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Jaeger</p>	
46971	Jaeger, Kersten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kersten Jaeger</p>	A32.3A; A32.3F
43537	jaenish, wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, wyatt jaenish</p>	A32.3A; A32.3F
49335	Jaffe, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Jaffe</p>	A32.3A; A32.3F
45952	Jager, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Jager</p>	
45945	Jager, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Jager</p>	A32.3A; A32.3F
43040	Jagoie, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Jagoie</p>	A32.3A; A32.3F
47581	Jagoie, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Jagoie</p>	A32.3A; A32.3F
42494	Jahner, Alyssa	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Jahner</p>	
56107	Jahnsen, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Jahnsen</p>	A32.3A; A32.3F
43704	jake, daizha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, daizha jake</p>	A32.3A; A32.3F
41429	Jakob, Kevin	I would like to see a cogwheel train or a gondola. I would prefer the option that's the least impacting on the environment	A32.29VV
46933	Jakob, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Landon Jakob</p>	
55396	Jalili, Rocky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rocky Jalili</p>	A32.3A; A32.3F
52330	jalili, sky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sky jalili</p>	A32.3A; A32.3F
42261	James McMurtry, 11.	<p>What's it say about me if you think I'd fall for this?</p> <p>Come on.</p>	A32.29VV
53393	james, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley james</p>	A32.3A; A32.3F
39551	James, Bill	<p>Utah DOT is violating the Utah Constitution by not allowing a free market so JPods can privately fund building a transport network in Cottonwood Canyon.</p> <p>Article XII, Section 20 [Free market system as state policy -- Restraint of trade and monopolies prohibited.] It is the policy of the state of Utah that a free market system shall govern trade and commerce in this state to promote the dispersion of economic and political power and the general welfare of all the people.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The Boston Tea Party was a demonstration against a government transportation monopoly that triggered a war. To prevent rebuilding that path to war the Federal government limited Federal taxing for "highways and canals" to no more than "post Roads" to deliver letters in defense of free speech. The Utah Constitution is equally clear.</p> <p>Government transportation monopolies are the root cause of Climate Change, oil-dollar funded terrorist attacks on America, and oil-wars cause by importing foreign oil since 1991.</p> <p>Utah DOT blocking JPods building solar-powered transportation networks violates constitutions and is disrespectful of the soldier killed in Iraq and Afghanistan. DOT policies contribute to the requirement of the US to import 6 million barrels of oil a day.</p>	
45306	James, Caroleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroleine James</p>	A32.3A; A32.3F
53398	james, Cindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy james</p>	A32.3A; A32.3F
50879	James, Dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dillon James</p>	A32.3A; A32.3F
50178	James, Emme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emme James</p>	
53386	James, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica James</p>	A32.3A; A32.3F
51636	James, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh James</p>	A32.3A; A32.3F
41720	James, Madyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madyson James	
47767	James, Roni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roni James</p>	A32.3A; A32.3F
49288	James, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor James</p>	A32.3A; A32.3F
53183	James, Trudene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trudene James</p>	A32.3A; A32.3F
52405	Jameson, Keira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keira Jameson</p>	
41161	jamieson, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna jamieson</p>	A32.3A; A32.3F
51412	Jamison, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli Jamison</p>	A32.3A; A32.3F
55751	Jamison, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Jamison</p>	A32.3A; A32.3F
39727	Jamison, Will	<p>I am against the gondola. It is too expensive, skiers would still rather drive, traffic to the parking lot could be horrible, the gondola wouldn't be usable in the wind storms we get, the drive cables would need to be replaced as regular maintenance, and I think it would detract from the beauty of LCC I feel another bus lane with snow sheds in the common slid paths would be better. The buses could pick up riders at many locations, cutting down traffic and pollution throughout the valley. It would be much less expensive to start with and over time another lane could be added if it is needed. The snow sheds could be built in one summer. It doesn't seem right to ask the whole state to pay 600 to 1200 million for skiers to get up one canyon. Last year I rode the ski bus with my snowbird pass. It was convenient, fast, and I used 1/3 as much gas getting there. This year you are running 1/4 as many buses and</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		the traffic has really been worse. The ski areas run out of parking and I'm sure they have lost big revenue and also have upset a lot of local and out of state skiers. I know all this snow has made it tough for travelling. I don't think the gondola is a good idea.	
53339	Janak, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Janak</p>	A32.3A; A32.3F
40633	Jane, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Jane</p>	A32.3A; A32.3F
47189	Janiszewski, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Janiszewski</p>	A32.3A; A32.3F
39471	Jansen, David	Why should we the citizens of Utah have to pay for either widening the road to ski resorts that we have no possibility of being able to ski on because the tickets are OUT OF THIS WORLD un-affordable. Only the rick from out of state can ski in Utah! Also It is a horrible destruction of the pristine mountain terrain to put a Gondola up the side of a mountain, and why should disabled persons have to pay to build something that they have no possible ability to use. Government over-reach, And a tax on the disabled with no ability to use or absolutely no representation with regard to equal right to usage. We can't use it but we have to pay for some rich SOB's ride up the canyon. I wouldn't vote for anyone who supports taxing me for something I because of disability can not use!	A32.29VV
46558	Jansen, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Jansen</p>	
46256	JansevanRensburg, Mel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mel JansevanRensburg</p>	A32.3A; A32.3F
42180	Janssen, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We are at a critical moment in how we develop this world. For the love of God, protect what is tangible, real, and valuable and ditch this twisted, depressing project.</p> <p>Regards, Cole Janssen</p>	A32.3A; A32.3F
40662	janssen, isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, isabella janssen	
42380	Jansson, Caoline	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
41567	Janzen, Robert	Of the presented options, I support widening of the lanes to allow more bus service. I think widening of the lanes to allow more buses and cars is the best alternative, however. A gondola or cog rail would be incredibly inefficient and expensive per actual passenger mile.	A32.29VV
49766	Janzer, Kasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasha Janzer</p>	A32.3A; A32.3F
43726	Jaracz, Trisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trisha Jaracz</p>	A32.3A; A32.3F
55221	Jarmoszko, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Jarmoszko</p>	
45362	Jaros, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Jaros</p>	A32.3A; A32.3F
47132	Jarrard, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Jarrard</p>	A32.3A; A32.3F
47467	Jarrett, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Jarrett</p>	A32.3A; A32.3F
54975	Jarrett, Jennie	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennie Jarrett</p>	
54684	Jarvis, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Jarvis</p>	A32.3A; A32.3F
43224	Jarvis, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Jarvis</p>	A32.3A; A32.3F
50071	Jarvis, Nadia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nadia Jarvis	
41504	Jarvis, Nancy	I vote no on gondola going up LCC. We must not use our taxpayer money to build a nature destroying device that is mostly for non natives: snow resorts and their visitors.	A32.29VV
42393	Jäsche, Karin	I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.	A32.3A; A32.3F
53721	Jasgur, Nancy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nancy Jasgur</p>	A32.3A; A32.3F
44239	Jaurrieta, Stefany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stefany Jaurrieta</p>	A32.3A; A32.3F
43162	Jawanda, Neelum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Neelum Jawanda</p>	A32.3A; A32.3F
40092	Jaworski, Brian	How convenient the Environmental Impact Review and Statements conveniently forgot to include the building of roads to the sites of the proposed towers for the Gondola. Surely this should have been included. My drinking water is at risk. The building of more roadways and other items puts our water at risk. Is the recreation of a few more important than the needs of the many? Is the sideslip of not taking into considerations the protections of our drinking water just a sideslip or should we expect more items of like to be revealed as time goes on for projects such as this?	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I know millions are ready spent on this and other yet to be disclosed projects. I say this is one that needs to start over. I'll over look that waste. I can't however over look the scare that will result if this project goes through. It's utterly a disgrace for our future.</p>	
52797	jaworski, leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, leah jaworski</p>	A32.3A; A32.3F
45336	Jay, Cee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cee Jay</p>	A32.3A; A32.3F
43939	Jayasuriya, Vijay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vijay Jayasuriya</p>	A32.3A; A32.3F
48608	Jaynes, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Jaynes</p>	
39494	Jean Jones, Mary	<p>I am generally pro-gondola and see some things that could be addressed. (1) Could improving the air quality with constructing a gondola be an exception to the RACR prohibitions in IRAs? (2) Could the air quality analysis be run with utilizing electric buses? UTA has already begun to purchase them. (3) Can travel in the canyons be restricted to electric vehicles only (except for road maintenance and emergency response vehicles, which SHOULD also be electric) (4) If the gondola is built to cut down on private car usage, shouldn't the air quality analysis should also consider car travel in the canyons, not just bus transit? Only a small percentage of cars will be electric. (5) Apologies for not researching this decision myself, but does the EIS address salt on the roads and how it affects water quality? Would road maintenance be different if there were a gondola? (6) Again apologies for not researching the answer to this question on my own, but what does emergency transportation look like with a gondola? (7) Wouldn't the gondola contribute to being able to close the road for avalanche mitigation but still allow for traffic to get up and down the canyon? And could less salt be used to keep the roads clear?</p>	A32.29VV
46036	Jeanne, Evrard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evrard Jeanne</p>	A32.3A; A32.3F
53127	Jeannette, Gunnar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gunnar Jeannette</p>	A32.3A; A32.3F
48867	Jedrey, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jack Jedrey	
44227	Jefferies, Broderick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Broderick Jefferies</p>	A32.3A; A32.3F
49104	Jefferies, Julius	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julius Jefferies</p>	A32.3A; A32.3F
41613	jefferson, joyce	I still feel that a gondola would disrupt the beauty of the Canyon which we drive in during the summer.	A32.29VV
46577	Jeffirs, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Jeffirs</p>	A32.3A; A32.3F
44556	Jeffrey, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Jeffrey</p>	
39517	Jeffrey, Bruce	<p>The gondola is any extremely expensive project which benefits few people but has cost impacts for many. A better bus service and an appointment system for cars wishing to enter the canyon would be a few more cost effective solution without any major impact on the canyon.</p>	A32.29VV
54139	Jeffrey, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Jeffrey</p>	A32.3A; A32.3F
51984	Jeffer, Collette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collette Jeffer</p>	A32.3A; A32.3F
46407	Jeffer, Kameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kameron Jeffer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54210	Jeide, Shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawn Jeide</p>	A32.3A; A32.3F
44066	Jelinek, Marian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marian Jelinek</p>	A32.3A; A32.3F
55128	Jelinski, Stefanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stefanie Jelinski</p>	A32.3A; A32.3F
53836	jenkins, abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abbey jenkins</p>	
52071	Jenkins, Brittmarie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittmarie Jenkins</p>	A32.3A; A32.3F
48693	Jenkins, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Jenkins</p>	A32.3A; A32.3F
40383	Jenkins, Connor	<p>Above ground projects will not work with the amount of snow we get. Build a tunnel through the mountains to the other of Park City with outlets to different parts in the mountains. Yes, it will be expensive, but it will be a better engineering marvel than the biggest Gondola in the world. The channel tunnel is a monumental engineering feat. Let's do something incredible in Utah that will protect its watershed and it's nature.</p>	A32.29VV
48977	Jenkins, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Jenkins</p>	A32.3A; A32.3F
43318	Jenkins, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Jenkins</p>	
40124	Jenkins, Jared	<p>To UDOT,</p> <p>Again, I thank you that you have taken public comment into consideration during this time period. As I look over all the materials here is the option I prefer.</p> <p>I prefer the expanded bus service. I believe this is the best option for the canyons. It makes sense financially, aesthetically, pollution wise, it protects climbing boulders which are a natural resource that many come to the canyon for, and it can be flexible for future needs, concerns, and users of the canyons.</p> <p>Here are other ideas and concerns I think you should think about:</p> <ol style="list-style-type: none"> 1) Please come up with a solution that also addresses the other users of the canyon year round. The gondola, which I don't support, only helps out downhill skiers at two resorts. An expanded bus system could be used in the summer to support mountain biking, hiking, scenic lookers, and climbing traffic in addition to backcountry skiers in the winter. In fact, I would support a fee station for the canyons and mandatory busing in the summer weekends for the canyons. The busing solution is great because it can flex for different usage periods and users, a gondola cannot. 2) Please prioritize protecting climbing boulders. These are an un-renewable resource that once destroyed never come back. This is why many people come to UT to climb (including myself) on these historic boulders and to enjoy the canyon. 3) A gondola only helps one type of user, during one season, in one canyon. A Bus system can relieve traffic in both canyons if done well. 4) Please make a bus system that stops at multiple trailheads in both canyons for summer weekend and winter backcountry skiing traffic. Take a lesson from Europe, make public transportation work for all types of recreation and seasons for the common man. 5) Please be progressive with the buses, do something cool like all electric buses or CNG buses to even say something cool about how environmentally conscious you are. 6) The gondola will be a permanent eyesore, buses retain the beauty of the canyons. <p>nally, please listen to the people of Salt Lake City. The small cities around the canyons do not support the Gondola, the majority of people in the city do not support the gondola, many in the outdoor industry do not support the gondola. Please listen and do the right thing and don't do the gondola.</p> <p>I would be happy to talk with you personally on these things, please call me to discuss.</p> <p>Thanks, Jared Jenkins, [REDACTED]</p>	A32.29VV
47776	Jenkins, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Jenkins</p>	
42159	Jenkins, Josiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josiah Jenkins</p>	A32.3A; A32.3F
47142	Jenkins, Ronnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ronnie Jenkins</p>	A32.3A; A32.3F
55107	Jenkins, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Jenkins</p>	A32.3A; A32.3F
44690	Jenkins, Taylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylee Jenkins</p>	
41524	Jenkins, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Jenkins</p>	A32.3A; A32.3F
44904	Jenkins, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Jenkins</p>	A32.3A; A32.3F
44669	Jenn, Arissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arissa Jenn</p>	A32.3A; A32.3F
56031	Jenness, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Jenness</p>	
51138	Jennings, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Jennings</p>	A32.3A; A32.3F
46268	Jennings, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drake Jennings</p>	A32.3A; A32.3F
43938	Jennings, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elizabeth Jennings</p>	
50811	jennings, jonny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jonny jennings</p>	A32.3A; A32.3F
50103	Jennings, Lyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyle Jennings</p>	A32.3A; A32.3F
56153	jensen, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew jensen</p>	A32.3A; A32.3F
51037	Jensen, Angeleah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angeleah Jensen</p>	
47660	Jensen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Jensen</p>	A32.3A; A32.3F
47783	Jensen, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Jensen</p>	A32.3A; A32.3F
47173	jensen, aubree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aubree jensen</p>	A32.3A; A32.3F
45537	Jensen, Baylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylee Jensen</p>	
44318	Jensen, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Jensen</p>	A32.3A; A32.3F
42639	Jensen, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Jensen</p>	A32.3A; A32.3F
45882	Jensen, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Jensen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50084	Jensen, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Jensen</p>	A32.3A; A32.3F
51614	Jensen, Clark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider a lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clark Jensen</p>	A32.3A; A32.3F
53862	Jensen, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Jensen</p>	A32.3A; A32.3F
48563	Jensen, Donald	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donald Jensen</p>	
42563	Jensen, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Jensen</p>	A32.3A; A32.3F
55046	Jensen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Jensen</p>	A32.3A; A32.3F
49951	Jensen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Jensen</p>	A32.3A; A32.3F
47306	jensen, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma jensen</p>	
44909	Jensen, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Jensen</p>	A32.3A; A32.3F
48474	Jensen, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Jensen</p>	A32.3A; A32.3F
49249	jensen, genevieve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, genevieve jensen</p>	A32.3A; A32.3F
51317	Jensen, Grey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grey Jensen</p>	
53014	Jensen, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Jensen</p>	A32.3A; A32.3F
55199	Jensen, Ischa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ischa Jensen</p>	A32.3A; A32.3F
40495	Jensen, Jacob	I'm in favor of improved bussing. It may have greater long term costs, but will change the panic rush for ski days to a public transport option and can be adjusted based on need.	A32.29VV
42224	Jensen, Jake	NO Gondola! There are other options that will not take away from the beauty of the canyon.	A32.29VV
41937	Jensen, Jenise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenise Jensen</p>	
52564	Jensen, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Jensen</p>	A32.3A; A32.3F
56128	Jensen, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Jensen</p>	A32.3A; A32.3F
51479	Jensen, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Jensen</p>	A32.3A; A32.3F
52256	Jensen, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Jensen</p>	
41193	Jensen, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Jensen</p>	A32.3A; A32.3F
39250	Jensen, Katrina	<p>i skiied a rare weekday yesterday in little cottonwood canyon. i live 14 miles away on the east bench and left my house at 10am. when i arrived at the mouth of the canyon at 10:15 the sign read "Snowbird lots full". my friend and i parked at our friends private condo on the bypass road and if we hadn't had this option could not have skiied snowbird. it took almost an hour to arrive at our destination to travel those few miles bumper to bumper traffic toward the top of the canyon before snowbird. this is unacceptable. if we had a gondola cars would be removed from the road, parking would not be an issue and the skiing experience would improve greatly.</p>	A32.29VV
45250	Jensen, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Jensen</p>	A32.3A; A32.3F
45805	Jensen, Kutler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kutler Jensen	
51335	Jensen, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Jensen</p>	A32.3A; A32.3F
50126	Jensen, Laney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laney Jensen</p>	A32.3A; A32.3F
44774	Jensen, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Jensen</p>	A32.3A; A32.3F
47650	Jensen, Lyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyn Jensen</p>	
49853	Jensen, Madalyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madalyn Jensen</p>	A32.3A; A32.3F
42199	Jensen, Margie	<p>the cost alone is way negative-for a gondola more buses and better planning---the road parking --yes! control is needed -MOST IMPORTANT a veryserious and COMPREHENSIVE enviromental study on water and wildlife and not changing the roadless rulings</p>	A32.3A
41677	Jensen, Mark	<p>If mountain biking is prohibited on IRA, how does one explain a gondola being allowed?</p>	A32.29VV
42384	Jensen, Matthew	<p>I'm greatly concerned that the the current plan for the gondola requires building the towers in three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. The proposal violates the roadless area conservation rules which prohibit road construction, road reconstruction and timber harvesting.</p> <p>The excavation and foundation work for these towers will require roads for vehicles to build them, going against everything the 2001 Roadless Rule is intended to do. The purpose of a road is to move people. The gondolas purpose is also to move people and therefore also violates the intention of the rule, which is to keep these areas free from human construction and transportation methods.</p> <p>If this gondola is built, it will permanently alter the canyon. It is so important to me that we preserve the beauty of this canyon for future generations to come. If this is built they will look back on us and know that we have failed them.</p> <p>It shows that this plan has not been well considered and studied and should be abandoned in favor of transportation methods that preserve our wild areas, protect our drinking water and preserve the gorgeous views in the canyon.</p> <p>Little cottonwood canyon absolutely needs transportation solutions. But why is the current plan one that only serves two private companies and serves a very small portion of the population. There are many people that use the canyon for many other forms of recreation and to enjoy nature year round, just not during the winter. What's worse is the proposal has planned multiple tower locations in avalanche areas. The gondola will not be able to safely operate at times when there is avalanche risk. This simply is not a transportation method that meets the requirements. Why are we not pursuing transportation methods that use our existing infrastructure like buses. I believe the canyon should be like Zion canyon and only buses are allowed (except for canyon residents and employees of the ski areas). All other visitors can use the buses, and get off at any area of the canyon they are choosing to visit, year round. Not just the ski areas.</p> <p>Please do the right thing and choose a solution like enhanced bus service that does not permanently damage the canyon, doesn't violate the Roadless area rules and fully meets the capacity requirements of the number of visitors.</p>	A32.3A; A32.3F
53847	Jensen, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Jensen</p>	
43903	Jensen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Jensen</p>	A32.3A; A32.3F
40255	Jensen, Robert	Please DO NOT APPROVE the gondola. The cost is extreme, it destroys the natural beauty of little cottonwood canyon, and the cost is excessive. PLEASE DO NOT approve the gondola.	A32.29VV
55021	jensen, Robyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn jensen</p>	A32.3A; A32.3F
49216	Jensen, Ryker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryker Jensen</p>	A32.3A; A32.3F
48881	Jensen, Rylee	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylee Jensen</p>	
43296	Jensen, Sariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sariah Jensen</p>	A32.3A; A32.3F
51426	Jensen, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Jensen</p>	A32.3A; A32.3F
44098	Jensen, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Spencer Jensen	
55933	Jensen, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Jensen</p>	A32.3A; A32.3F
47610	Jensen, Susie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susie Jensen</p>	A32.3A; A32.3F
51827	Jensen, Tammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammy Jensen</p>	A32.3A; A32.3F
55713	jensen, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner jensen</p>	
44665	Jensen, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Jensen</p>	A32.3A; A32.3F
51161	Jensen, Tasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tasha Jensen</p>	A32.3A; A32.3F
45683	Jensen, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Jensen</p>	A32.3A; A32.3F
41412	Jensen, Torin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torin Jensen</p>	
47992	Jensen, Yasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yasmine Jensen</p>	A32.3A; A32.3F
55511	Jensen, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Jensen</p>	A32.3A; A32.3F
44000	Jenson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Jenson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42880	Jenson, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Jenson</p>	A32.3A; A32.3F
52267	Jenson, Beau	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beau Jenson</p>	A32.3A; A32.3F
44671	Jenson, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Jenson</p>	A32.3A; A32.3F
55574	jenson, Catura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catura jenson</p>	
51401	Jenson, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Jenson</p>	A32.3A; A32.3F
55780	Jenson, Maresa	<p>To whom it may concern,</p> <p>Merely putting infrastructure in the air rather than on the ground will subvert the intent of the Roadless Rule and not solve the issues at hand. What makes Little Cottonwood Canyon so special is the ability to get into the mountains so quickly, so close to the city. It's a place of refuge from the heat and oppression of the smog below. Looking across the canyon at a humming gondola would completely ruin those experiences. As soon as you are up in the alpine everything goes quiet except for the wind and chirps of the Pikas. This would be lost. I'm sure the hum of the towers and the movement of the gondolas would not only have impact on human aesthetics, but the animals as well. I lived in Alta for three years and visited extensively for another three. What makes this part of the mountains special will be ruined by putting such an eyesore in the middle of a narrow canyon. I would be not motivated to return if this project moves forward as it would be heartbreaking to travel up the canyon that way.</p> <p>There are other rideshare and improvement projects that can help alleviate these issues that do not involve completely changing the landscape. Drilling platforms and other maintenance will also inherently effect the very delicate watershed that supplies the greater Salt Lake Area.</p> <p>Regards, Maresa Jenson</p>	A32.3I
49644	Jenson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Jenson	
52622	Jepperson, Brendan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendan Jepperson</p>	A32.3A; A32.3F
52951	jepperson, brycen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brycen jepperson</p>	A32.3A; A32.3F
46920	Jeppesen, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Jeppesen</p>	A32.3A; A32.3F
49306	Jeppson, Alysha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alysha Jeppson</p>	
53754	Jeppson, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Jeppson</p>	A32.3A; A32.3F
50190	Jeppson, Mordecai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mordecai Jeppson</p>	A32.3A; A32.3F
44167	Jepsen, Auguste	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Auguste Jepsen</p>	A32.3A; A32.3F
43096	Jepsen, Mandy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandy Jepsen</p>	
51487	Jepsen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Jepsen</p>	A32.3A; A32.3F
43280	Jepson, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Jepson</p>	A32.3A; A32.3F
48614	Jerom, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Jerom</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41942	Jerome, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Jerome</p>	A32.3A; A32.3F
41442	Jespersen, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Jespersen</p>	A32.3A; A32.3F
52504	Jespersen, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Jespersen</p>	A32.3A; A32.3F
52616	Jespersen, Livie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Livie Jespersen</p>	
40398	Jessee, Benjamin	<p>The natural state of Little Cottonwood Canyon should be preserved as much as possible and I believe that any form of gondola will have negative impacts on the environment and ought to be done away with.</p>	A32.29VV
48140	Jessee, Madisen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madisen Jessee</p>	A32.3A; A32.3F
53731	Jessop, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Jessop</p>	A32.3A; A32.3F
47874	JESSOP, BRIAN	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BRIAN JESSOP</p>	A32.3A; A32.3F
47949	Jessop, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Jessop</p>	
49649	Jessop, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Jessop</p>	A32.3A; A32.3F
48744	Jessop, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Jessop</p>	A32.3A; A32.3F
51208	Jessop, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Jessop</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48714	Jessop, Triston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Triston Jessop</p>	A32.3A; A32.3F
51999	Jessup, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Jessup</p>	A32.3A; A32.3F
41221	Jetich, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Jetich</p>	A32.3A; A32.3F
52005	Jewett, Abi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abi Jewett</p>	
54033	Jex, Aedan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aedan Jex</p>	A32.3A; A32.3F
52876	Jex, Jamon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamon Jex</p>	A32.3A; A32.3F
44056	Jex, Taylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylie Jex</p>	A32.3A; A32.3F
55384	Jimenez, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Jimenez</p>	
48111	Jobe, Jacob	<p>To whom it may concern,</p> <p>I am a Salt Lake City resident, a local skier, and a long-time winter and summer recreation at in Little Cottonwood Cayon. Utah is my home and LCC is the heart of it.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Jobe</p>	A32.3A; A32.3F
52321	Johansen, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Johansen</p>	A32.3A; A32.3F
53861	Johansen, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Privacy Policy https://phone2action.com/privacy-policy/</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Christian Johansen</p>	
56028	Johansen, Christian	<p>To whom it may concern,</p> <p>First, this is dumb. There are far better solutions than a massive construction project in the canyon. I urge you to think of users beyond the resort skiing community.</p> <p>Second, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Johansen</p>	A32.3A; A32.3F
46592	Johansen, Haylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haylee Johansen</p>	A32.3A; A32.3F
53575	Johansen, Sierra	<p>To whom it may concern,</p> <p>I completely oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Like tolling to encourage carpooling and more buses running year round with more frequent stops.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3G; A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sierra Johansen	
42366	Johansson, Bjorn	No Gondola, there are non destructive transportation options(like buses) that are effective, cost less, and will not harm the beautiful canyon.	A32.29VV
53655	Johansson, Mark	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mark Johansson	A32.3A; A32.3F
52500	john, jackson	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and NO mandatory parking reservations at ski resorts. Yall are a bunch of greedy little [REDACTED]. This whold industry is just one whole suckers with money. Eat the rich. Regards, jackson john	A32.3A; A32.3F
55337	John, Joey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joey John	A32.3A; A32.3F
45155	john, Mason	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason john</p>	
41216	John, Mason	<p>I am against the gondola, would be nice to see if rolling and buses running every 5 min instead of 30 min would be helpful to make future decisions. How can udot guarantee 5 min buses during peak times, if they had to cut back on the bus service this year?</p>	A32.29VV
55822	johns, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor johns</p>	A32.3A; A32.3F
48005	Johnsen, Camden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camden Johnsen</p>	A32.3A; A32.3F
48134	Johnsen, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Carter Johnsen	
47177	Johnsen, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Johnsen</p>	A32.3A; A32.3F
49467	Johnson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Johnson</p>	A32.3A; A32.3F
39307	Johnson, Abigail	I would love to see LCC specific buses that run in the winter in their own bus lane. These buses should model Park City and should be completely electric. If there was an option to take the bus and know that I wouldn't be waiting in traffic but could go straight up in the bus lane I would do that every day. We don't want the gondola!!! Give us electric buses and a bus lane!!! Save our canyons!	A32.29VV
45603	Johnson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Johnson</p>	A32.3A; A32.3F
39773	Johnson, Adam	I do not want a gondola in LCC.	A32.29VV
44771	Johnson, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Johnson</p>	
54898	Johnson, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Johnson</p>	A32.3A; A32.3F
55318	Johnson, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Johnson</p>	A32.3A; A32.3F
44725	Johnson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Amy Johnson	
43887	Johnson, Andria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andria Johnson</p>	A32.3A; A32.3F
48680	Johnson, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Johnson</p>	A32.3A; A32.3F
52350	Johnson, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Johnson</p>	A32.3A; A32.3F
41078	johnson, ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ashlyn johnson</p>	
44706	Johnson, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Johnson</p>	A32.3A; A32.3F
53154	Johnson, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Johnson</p>	A32.3A; A32.3F
53828	Johnson, Aubri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubri Johnson</p>	A32.3A; A32.3F
47697	Johnson, Autumn	<p>To whom it may concern,</p> <p>I grew up spending every weekend in the LLC, skiing in the winters and hiking in the summers. Utah has such incredible beauty that is so accessible for all by car, and by bus with UTA. Please don't introduce a way for rich folks to stomp</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>on the beauty of the mountains with expensive gondola rides. These mountains are made for all, and should be shepherded wisely.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Autumn Johnson</p>	
44015	Johnson, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Johnson</p>	A32.3A; A32.3F
54283	Johnson, Billie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Billie Johnson</p>	A32.3A; A32.3F
44306	Johnson, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Johnson</p>	
42939	Johnson, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Johnson</p>	A32.3A; A32.3F
44785	Johnson, Britton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britton Johnson</p>	A32.3A; A32.3F
50769	Johnson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Johnson</p>	A32.3A; A32.3F
45803	Johnson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Johnson</p>	
47400	Johnson, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Johnson</p>	A32.3A; A32.3F
49401	Johnson, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Johnson</p>	A32.3A; A32.3F
40501	Johnson, Calum	<p>Utah is prized for its natural beauty and it is for this reason that so many people visit and are moving to the Salt Lake Valley. Skiing is part of our culture here, and there's no denying that it is growing and that something needs to be done in order to curb the effects of traffic congestion and air pollution. The gondola, payed for by everyone will only serve a select few, and will not be an effective solution to the problems the canyons face.</p> <p>Infrastructure that is already in place has not been utilized to its fullest potential. The bus system could be greatly improved for a marginal fraction of the cost that the gondola is anticipated to cost and is a solution that can be tested without going all in.</p> <p>I completely agree that something needs to be done, but the gondola is too large a risk to take and could very well be solved by much less intrusive methods.</p>	A32.29VV
44487	Johnson, Calum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calum Johnson</p>	
51381	Johnson, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Johnson</p>	A32.3A; A32.3F
54869	Johnson, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Johnson</p>	A32.3A; A32.3F
39620	Johnson, Cherise	<p>The mere cost of the gondola is absolutely astonishing. The infrastructure required to build it is very space intensive. The idea of stations along the canyons is visually unappealing and if it has any level of effect on recreation areas it is not reasonable to state that skiing is higher priority than the other recreational activities. I would be incredibly disappointed to see a gondola in the canyon. It's too big of a cost, for too little impact.</p>	A32.29VV
55656	Johnson, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44111	Johnson, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Johnson</p>	A32.3A; A32.3F
46633	Johnson, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Johnson</p>	A32.3A; A32.3F
46144	Johnson, Cindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy Johnson</p>	A32.3A; A32.3F
46921	Johnson, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Johnson</p>	
50961	Johnson, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Johnson</p>	A32.3A; A32.3F
55765	Johnson, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Johnson</p>	A32.3A; A32.3F
55439	Johnson, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Johnson</p>	A32.3A; A32.3F
55861	Johnson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Johnson</p>	
48886	Johnson, Dante	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dante Johnson</p>	A32.3A; A32.3F
39890	Johnson, Dave	<p>Why won't Snowbird do a reservation system instead of creating a congestion mess?</p> <p>Have all skiers check in at the base of the canyon, then the ski resorts can shuttle them up in 20's. This will cut traffic down 80% and it's free.</p> <p>Big Cottonwood Canyon is better suited for the \$1.4 billion gondola than Little Cottonwood Canyon.</p> <p>UDOT is acting on politics not road management science. Adding 1 million more people to this small canyon is not good idea.</p>	A32.29VV
50106	Johnson, Dawson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawson Johnson</p>	A32.3A; A32.3F
56122	Johnson, Deborah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deborah Johnson</p>	
48533	Johnson, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Johnson</p>	A32.3A; A32.3F
53645	Johnson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Johnson</p>	A32.3A; A32.3F
42542	Johnson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Johnson</p>	A32.3A; A32.3F
48256	Johnson, Elyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyse Johnson</p>	
45553	Johnson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Johnson</p>	A32.3A; A32.3F
50989	Johnson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Johnson</p>	A32.3A; A32.3F
51415	johnson, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma johnson</p>	A32.3A; A32.3F
39813	Johnson, Eric	<p>Problem #1 with all these estimates is that it doesn't show any cost covered by the ski resorts. Why is this all tax payer funded?</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Second, the overall bottleneck issue is never discussed, which is parking. The ski resorts can build parking structures FIRST, and THEN we can look at traffic models. You get parked cars out of the roads/equation, then more buses should be more than enough.</p>	
44677	Johnson, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Johnson</p>	A32.3A; A32.3F
55635	Johnson, Erik	<p>To whom it may concern,</p> <p>As a Utah taxpayer and resident, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Johnson</p>	A32.3A; A32.3F
54683	Johnson, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Johnson</p>	A32.3A; A32.3F
45679	Johnson, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Johnson</p>	
44266	Johnson, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Johnson</p>	A32.3A; A32.3F
39329	Johnson, Graham	<p>Why aren't all electric busses being considered? In light of air quality concerns this should be the only option. If you're going to waste our money on a gondola nobody will want or ride you might as well spend a little extra on something that may actually make a small difference.</p>	A32.10G
55364	Johnson, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Johnson</p>	A32.3A; A32.3F
40725	johnson, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52156	Johnson, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Johnson</p>	A32.3A; A32.3F
51189	Johnson, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Johnson</p>	A32.3A; A32.3F
41202	Johnson, Janell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janell Johnson</p>	A32.3A; A32.3F
54965	Johnson, Janelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janelle Johnson</p>	
55738	Johnson, Janet	<p>To whom it may concern,</p> <p>My uncle Lester would be horrified to see the nasty plans for not only his beautiful LaCallie, but the brutally nasty proposal for the gondola. It's bad enough his children died over the battle to keep the estate without the insult of turning stolen land into the base of the gondola for the rich. Do not keep this farce of a proposal designed for Utah taxpayers to fund rich tourist invasive sport. Let them ride the bus!!!</p> <p>Regards, Janet Johnson</p>	A32.29VV
41293	Johnson, Janet	<p>I wanted to put my 2 cents worth in on the idea of a Gondola up Little Cottonwood Canyon. My great great grandparents were some of the first settlers of SLC. Over 5 generations of Johnson/Burgoynes have considered LCC part of our roots, our identity and our life. The thought of taxpayers footing the bill for such a horrific concept of the gondola is an assault to our heritage and our sensibility. All over the country when an over loved area such as LCC needs to be protected cars were limited and bus service expanded. There is no reason the same would not work here. That is my requested solution.</p> <p>My parents met and fell in love at Alta, my husband and I met and fell in love at Alta, my daughter has met her sweetheart at Alta, we have spent many beautiful days year around enjoying the beauty and nature of LCC. PLEASE do not let greedy outsiders destroy it for a small group of wealthy tourists.</p> <p>Other reasons why the gondola is a terrible idea include:</p> <p>?The gondola is intended to solve traffic congestion; instead, it could make it worse for all but the select resort users who can afford a ticket.</p> <p>?It will put more people in the canyon without improving transit and without studying how many daily visitors the canyon can handle.</p> <p>?It won't stop at non-resort backcountry trailheads, leaving non-resort users to deal with traffic.</p> <p>?It won't operate during active avalanche mitigation.</p> <p>?It will permanently disrupt trailheads, recreation areas and bouldering areas, marring prized views and causing constant noise.</p> <p>?Construction will cause delays and highway closures for at least 5-10 years.</p> <p>Please speak out for the greater good of those you represent. Thank you!</p> <p>Sincerely, Janet Johnson</p>	A32.29VV
45470	Johnson, Janet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janet Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40368	JOHNSON, JANET	<p>The television news is indicating the UDOT expressed the potential of the even though the roads are closed that the gondola could deliver skiers to resorts that are open.</p> <p>That statement is preposterous as well as dangerous. The roads are closed for safety issues. Does this mean that UDOT is willing to risk the life of the people in the gondola cars? UDOT has no idea what tower would or could be hit by an avalanche.</p> <p>This is an attempt to appeal to the people who would not take the time to think through such a ludicrous statement.</p> <p>Initial expense, Upkeep, not to mention the no drive road areas UDOT would be impacting. UDOT will have to drive vehicles on the areas of no impact to build and maintain the towers. That will be breaking the law.</p> <p>NO to the gondola.....</p>	A32.29VV
54340	Johnson, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Johnson</p>	A32.3A; A32.3F
52307	johnson, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason johnson</p>	A32.3A; A32.3F
49051	johnson, Jett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I think the gondola is the worst idea and would ruin my home canyon in multiple ways. Please consider the people and not just the economic benefits for a few</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>parties. You would never do this in a National park. For those same reasons I don't want the gondola in LCC, a canyon I've cherished all 24 years of my life.</p> <p>Regards, Jett johnson</p>	
46117	Johnson, Jetta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jetta Johnson</p>	A32.3A; A32.3F
52010	Johnson, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Johnson</p>	A32.3A; A32.3F
44429	Johnson, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Johnson</p>	A32.3A; A32.3F
52245	Johnson, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Johnson</p>	
40634	Johnson, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Johnson</p>	A32.3A; A32.3F
52667	Johnson, Kay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kay Johnson</p>	A32.3A; A32.3F
46895	Johnson, Keith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keith Johnson</p>	A32.3A; A32.3F
52558	Johnson, Kennedie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedie Johnson</p>	
51385	Johnson, Kerrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerrie Johnson</p>	A32.3A; A32.3F
53523	Johnson, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Johnson</p>	A32.3A; A32.3F
49757	Johnson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lauren Johnson</p>	
42826	Johnson, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Johnson</p>	A32.3A; A32.3F
56118	Johnson, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Johnson</p>	A32.3A; A32.3F
52368	Johnson, Marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcus Johnson</p>	A32.3A; A32.3F
49256	Johnson, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Johnson</p>	
41223	Johnson, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Johnson</p>	A32.3A; A32.3F
51284	Johnson, Mary-Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary-Elise Johnson</p>	A32.3A; A32.3F
40285	Johnson, MaryEllen	As a native of Utah (and still a resident of Utah) , I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.	A32.3A
39428	Johnson, MaryEllen	Please uphold the Roadless Rule that has been in place since 2001 in Little Cottonwood Canyon. The people of Utah do NOT want the gondola. Please start listening to us.	A32.3A
44223	Johnson, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50014	Johnson, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Johnson</p>	A32.3A; A32.3F
47524	Johnson, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Johnson</p>	A32.3A; A32.3F
41058	Johnson, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Johnson</p>	A32.3A; A32.3F
54826	Johnson, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Johnson</p>	
51318	Johnson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Johnson</p>	A32.3A; A32.3F
53916	Johnson, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Johnson</p>	A32.3A; A32.3F
53961	Johnson, Palani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Palani Johnson</p>	A32.3A; A32.3F
42685	Johnson, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Johnson</p>	
40772	Johnson, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip Johnson</p>	A32.3A; A32.3F
54605	Johnson, Quentin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quentin Johnson</p>	A32.3A; A32.3F
40921	Johnson, rebecca	Please maximize bus use and routes before damaging the canyon with gondolas that will service all people using the canyon. We do not support the gondola.	A32.29VV
49999	Johnson, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45088	Johnson, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Johnson</p>	A32.3A; A32.3F
49702	Johnson, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Johnson</p>	A32.3A; A32.3F
51201	Johnson, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Johnson</p>	A32.3A; A32.3F
40042	Johnson, Sid	<p>If you conceptually consider what a road is (transport of people/vehicles) and if such has an impact on the environment, a huge gondola with towers surely constitutes a road that will negatively impact the beauty of the Wasatch. We ought not use our tax dollars to sully the environment while fleecing the pockets of the owners of 2 resorts. Don't sell your souls.</p>	A32.29VV
50804	Johnson, Sofie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofie Johnson</p>	
51080	Johnson, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Johnson</p>	A32.3A; A32.3F
52148	Johnson, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Johnson</p>	A32.3A; A32.3F
50943	Johnson, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Johnson</p>	A32.3A; A32.3F
44900	johnson, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie johnson</p>	
40723	Johnson, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Johnson</p>	A32.3A; A32.3F
48348	Johnson, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Johnson</p>	A32.3A; A32.3F
55680	Johnson, Talvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Talvin Johnson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44998	Johnson, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Johnson</p>	A32.3A; A32.3F
53654	Johnson, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy Johnson</p>	A32.3A; A32.3F
46947	Johnston, Cami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations, higher pay incentives for bud drivers, more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Stop letting greed blind you to the horrific impact to the beautiful nature that makes Utah what it is. If you continue unchecked you'll decimate the very thing that draws people here.</p> <p>Do better and stop licking the boots of the wealthy ski resorts, you represent the people not the corporations.</p> <p>Worst regards, Camille Johnston</p> <p>Regards, Cami Johnston</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43313	johnston, caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, caroline johnston</p>	A32.3A; A32.3F
41286	Johnston, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Johnston</p>	A32.3A; A32.3F
47848	Johnston, Jamison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamison Johnston</p>	A32.3A; A32.3F
41445	Johnston, Mekenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mekenzie Johnston</p>	
39881	Johnston, Nina	Please leave our canyons without the gondola. Please continue your studies and realize that there are better solutions than the gondola. I'm a hiker and treasure the mountains.	A32.29VV
53956	Johnston, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Johnston</p>	A32.3A; A32.3F
47415	Johnston, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Johnston</p>	A32.3A; A32.3F
47468	Johnstone, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Johnstone</p>	A32.3A; A32.3F
50049	Jolley, Alivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alivia Jolley</p>	
39903	Jolley, Bart	<p>I oppose the gondola in Little Cottonwood Canyon. Public money should not be used because the gondola would only be used by a small fraction of tax payers. It should be funded by the ski resorts who have profits to gain from it's construction.</p>	A32.29VV
52306	Jolley, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Jolley</p>	A32.3A; A32.3F
53831	jolley, robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, robin jolley</p>	A32.3A; A32.3F
40142	Jolly, James	<p>Please save our canyons and DO NOT build the gondola. It will destroy the canyon and cause the locals who do not want it to pay for it. If it had to be built Snowbird and Alta should be the only ones paying for it! Again DO NOT BUILD the Gondola! It will destroy the canyon and just cause longer lifts line. The Gondola is NOT the answer.</p>	A32.29VV
47278	Jolly, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Jolly</p>	
51009	Jondal, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Jondal</p>	A32.3A; A32.3F
47936	Jones, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Jones</p>	A32.3A; A32.3F
52723	Jones, Acecia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Acecia Jones</p>	A32.3A; A32.3F
48142	Jones, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Jones</p>	
40808	Jones, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Jones</p>	A32.3A; A32.3F
49672	Jones, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Jones</p>	A32.3A; A32.3F
48124	Jones, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few (and mostly out-of-staters). Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, shuttle-only canyon access between certain peak periods/times, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Jones</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54318	Jones, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Jones</p>	A32.3A; A32.3F
49926	jones, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna jones</p>	A32.3A; A32.3F
50632	Jones, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Jones</p>	A32.3A; A32.3F
48074	Jones, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Jones</p>	
45125	Jones, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Jones</p>	A32.3A; A32.3F
53601	Jones, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Jones</p>	A32.3A; A32.3F
44858	Jones, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Jones</p>	A32.3A; A32.3F
41473	Jones, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Jones</p>	
55060	Jones, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Jones</p>	A32.3A; A32.3F
51958	Jones, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Jones</p>	A32.3A; A32.3F
54120	jones, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron jones</p>	A32.3A; A32.3F
48443	Jones, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Jones</p>	
55962	Jones, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Jones</p>	A32.3A; A32.3F
55019	Jones, Channing	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Channing Jones</p>	A32.3A; A32.3F
48169	Jones, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Charlotte Jones</p>	
43321	Jones, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Jones</p>	A32.3A; A32.3F
43383	Jones, Chessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chessa Jones</p>	A32.3A; A32.3F
51729	Jones, Danni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danni Jones</p>	A32.3A; A32.3F
52216	Jones, Daytona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daytona Jones</p>	
53898	Jones, Donovan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donovan Jones</p>	A32.3A; A32.3F
52044	Jones, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Jones</p>	A32.3A; A32.3F
48389	Jones, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Jones</p>	A32.3A; A32.3F
41067	Jones, Frederick	<p>Thank you for the opportunity to submit my comment. For context, I began my career working for the Director of the National Forests Program at The Wilderness Society in Washington, D.C., focusing specifically on below-cost timber sales on National Forest lands. I have also been an annual visitor to Alta for over twenty years to hike, ski and fish. Having read through the EIS and Supplemental Information Report, I was surprised and dismayed that none of the three IRAs evaluated were deemed to warrant wilderness designation and the protection they would deserve as such. My comment and sincere wish, based in no small part on my belief in the importance preserving wilderness areas and the solitude they bring, is to take no action at all (No-Action Alternative). I do not have a second "favorite" option because I think all other options are likely to substantially alter one of the</p>	A32.3A; A32.3F; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>elements of Alta (and Snowbird) that make them great — their limited accessibility, which is why they have remained in such a relatively undisturbed state all of these years. For what it is worth, my second choice would be the Enhanced Bus option. I do believe that the worst option by far is the Gondola. I noted with interest the comment in the Supplemental Report Section 4.5.2.1 which stated “Views toward the gondola infrastructure, which would be mostly outside the White Pine IRA, would be partially screened by vegetation and topography. Gondola Alternative A would not change the high (5) score for the landscape character and integrity roadless value of the overall White Pine IRA.” Given the time and rigor used in developing this report and the attempts to quantify impacts, I found this observation to be almost entirely without merit or basis in fact; section 6.5 (“Visual Resources”) notwithstanding. Moreover, this comment — and the inherent nature of the grading system used to evaluate the natural value of the three IRAs — reveals potential biases from those involved in preparing the report toward the Gondola solution. The Impact Summary also states, “As described for each alternative in Section 4.0, Environmental Consequences, less than 1% of each of the three IRAs would be affected by any of the action alternatives. Resource impacts within local areas of IRAs would not substantially affect roadless values of the IRAs overall.” This may be technically “true”, but it misses the bigger problem: bringing more and more people into a place that nature designed to hold fewer people. Thank you for all of the work put into this process. My hope and prayer is that cool heads will prevail and see that, contrary to the opinion of some, access to the beautiful places is in fact not broken, and does not need to be fixed.</p>	
45830	Jones, Garrett	<p>To whom it may concern,</p> <p>Keep Utah as native as we possibly can. When we are in nature, we want to be fully engulfed in its beauty. Don't disrupt that aspect of the canyon.</p> <p>Regards, Garrett Jones</p>	A32.29VV
49092	Jones, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Jones</p>	A32.3A; A32.3F
53111	Jones, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Jones</p>	A32.3A; A32.3F
48578	Jones, Holland	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We don't need "faster transportation" if it means we are causing damage to the earth. We don't want it!</p> <p>Regards, Holland Jones</p>	
52516	Jones, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Jones</p>	A32.3A; A32.3F
49701	Jones, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Jones</p>	A32.3A; A32.3F
41678	Jones, Jamison	<p>As someone with a degree in geography and having studied Urban Planning, I see the challenges that UDOT faces in providing canyon transit to a rapidly growing urban population. While the gondola plan meets many logistic checkpoints, it deepens the negative environmental impacts on the canyon and sets the stage for further urbanization of a protected roadless area.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snow sheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Have we not considered the future? Little cottonwood canyon is a beautiful natural area that I believe has the potential to reach national monument or national park status in the future. Limiting the development in this area to a road would shape the public mentality and remind people that public transport is the way forward in our rapidly growing valley.</p>	A32.3A; A32.3F
48798	Jones, Jedidiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jedidiah Jones</p>	
48277	Jones, Jessika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessika Jones</p>	A32.3A; A32.3F
39296	Jones, Julie	<p>After looking at the information in the Supplemental Impact Report and after thinking about the impact a gondola would have in the canyon I strongly support the cog rail train option. It is more long term and has a much less distracting visual impact. Gondolas tend to be nice for about 10 years then they get old and break down and the cable integrity weakens. A train can carry more people and has a much longer life span.</p>	A32.29VV A32.29VV
52733	jones, Justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justine jones</p>	A32.3A; A32.3F
40754	jones, kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, kaitlyn jones</p>	
50969	Jones, Karim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karim Jones</p>	A32.3A; A32.3F
41088	Jones, Karleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karleigh Jones</p>	A32.3A; A32.3F
54651	Jones, Karter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karter Jones</p>	A32.3A; A32.3F
45902	Jones, Kat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kat Jones</p>	
52215	Jones, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Jones</p>	A32.3A; A32.3F
53424	Jones, Keelye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keelye Jones</p>	A32.3A; A32.3F
43415	Jones, Libbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Libbie Jones</p>	A32.3A; A32.3F
39574	Jones, Lynne	<p>In my opinion, the enhanced bus service during peak hours makes the most sense both financially and traveling time wise.</p>	A32.29VV
40795	Jones, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Jones</p>	
45462	Jones, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>Gondola is a terrible idea, busses are scalable and cheaper, don't ruin climbing routes and will be just as reliable and consistent as a gondola with more volume! Death to lobbyists!</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Jones</p>	A32.3A; A32.3F
53899	Jones, McKinlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinlie Jones</p>	A32.3A; A32.3F
55895	Jones, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Jones</p>	
50597	Jones, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Jones</p>	A32.3A; A32.3F
39463	Jones, Natallia	<p>Please do not proceed with the gondola project. Not only will it interfere with the natural beauty of our canyons, it will negatively impact wildlife throughout construction.</p>	A32.29VV
44472	Jones, Nefi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nefi Jones</p>	A32.3A; A32.3F
46476	Jones, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Jones</p>	A32.3A; A32.3F
43297	Jones, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Jones</p>	
46638	Jones, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Jones</p>	A32.3A; A32.3F
48319	Jones, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Jones</p>	A32.3A; A32.3F
53107	jones, sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sage jones</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41964	Jones, Sami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sami Jones</p>	A32.3A; A32.3F
55239	Jones, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Jones</p>	A32.3A; A32.3F
54245	Jones, Shauna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shauna Jones</p>	A32.3A; A32.3F
45497	Jones, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Jones</p>	
39682	Jones, Taylor	<p>We need to preserve the environment which we live in. With the current amount of snowfall the removal of trees and other plant life will create issues such as flooding due to lack of natural barriers. As well animal life will be subjected to looking for new places to burrow and when they are exposed they are more likely to die due to harsh weather conditions of animals that are predatory. Please reconsider your decision.</p>	A32.29VV
47995	Jones, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Jones</p>	A32.3A; A32.3F
51049	Jones, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Jones</p>	A32.3A; A32.3F
44253	Jones, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Jones</p>	A32.3A; A32.3F
39429	Jones, Zachary	<p>The canyon road is far too congested on snowy days, and it is closed for avalanche maintenance too often. LCC needs the gondola to provide a safe, reliable method to get to Alta/Snowbird. 1000 cars idling every morning, waiting for the canyon to open is terrible for the environment.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45564	Jongsma, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Jongsma</p>	A32.3A; A32.3F
51270	jonsen, stevie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, stevie jonsen</p>	A32.3A; A32.3F
50177	Joo, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Joo</p>	A32.3A; A32.3F
51361	Joosten, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Joosten</p>	
54128	Jorck, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Jorck</p>	A32.3A; A32.3F
41694	Jordan Jordan, Dave	<p>If this winter has proven one thing, it's that the current means of access in the LCC is far from ideal. Avalanche control will always need to be done when in the winter. In my mind, it would be next to impossible to build a gondola through over 50 potential slide paths as a solution. I feel very strongly that the proper course of action should be to improve the access road and protect it in vulnerable areas. specifically, this would mean widening the road and covering it with snow sheds and snow dams:</p> <p>https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.bergmeister.eu%2Fen%2Fproject%2Favalanche-protection-gallery-jaufen-pass-passo-giovo-road_220&psig=AOvVaw0Sr3VugCt1YwJ6u431mlkr&ust=1681912940461000&source=images&cd=vfe&ved=0CA0QjRxqFwoTCMiFsaPMs_4CFQAAAAAdAAAAABAI</p> <p>One rogue slide and the gondola is gone, possibly for the season. supplement the sheds and snow dams with an expanded electric buss system and parking structures in the current locations (for LCC and BCC) and you have a system that will work. It has for decades in European resorts and it will here.</p> <p>Thanks</p>	A32.29VV
46863	Jordan, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Jordan</p>	A32.3A; A32.3F
55493	Jordan, Kasper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasper Jordan</p>	
41029	Jordan, Robert	<p>Enhanced bus service is the most reasonable and affordable, scalable solution to Cottonwood Canyons mass transit. Snow sheds over roads are another positive that improves access. I'm concerned that UTA has ignored comments critical of the gondola. I am opposed to a gondola as a huge waste of funds to benefit a very, very select group of people. Not only should the resorts pay for the transportation of their customers, they should also not imperil the wilderness nature of the area, and any public transportation system must be designed with access for the entire public (meaning stops other than at the two resorts). To reiterate, a scalable bus option is the best for the central Wasatch.</p>	A32.29VV
54361	Jordan, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Jordan</p>	A32.3A; A32.3F
51483	Jorgensen, Allyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allyse Jorgensen</p>	A32.3A; A32.3F
40105	Jorgensen, Andrew	<p>Avalanche sheds and increased bus service seem to be a more viable option than an expensive gondola that will be closed as much as it would be open.</p>	A32.29VV
43271	Jorgensen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Jorgensen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44040	Jorgensen, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Jorgensen</p>	A32.3A; A32.3F
52986	Jorgensen, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Jorgensen</p>	A32.3A; A32.3F
55354	Jorgensen, Fox	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fox Jorgensen</p>	A32.3A; A32.3F
46922	Jorgensen, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Jorgensen</p>	
49139	Jorgensen, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Jorgensen</p>	A32.3A; A32.3F
46030	Jorgensen, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Jorgensen</p>	A32.3A; A32.3F
42385	Jorgensen, Soren	<p>I am adamantly against the gondola project in LCC. Only serves the ski resort patrons and will be dead for more than half of the year. Creates a larger financial barrier to winter recreation. Would just shift vehicle congestion to the mouth of the canyon. Construction could jeopardize public water safety.</p> <p>Expanding bus infrastructure provides a less intrusive solution to congestion, is adaptable to changing seasons and public needs.</p>	A32.29VV
52362	Jorgensen, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Jorgensen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51513	jorgensen-Fox, Gretel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretel jorgensen-Fox</p>	A32.3A; A32.3F
54067	Joselyn, Joan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joan Joselyn</p>	A32.3A; A32.3F
43370	Joseph, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Joseph</p>	A32.3A; A32.3F
50258	Joseph, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Joseph</p>	
48080	Josephson, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Josephson</p>	A32.3A; A32.3F
49384	Josey, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Josey</p>	A32.3A; A32.3F
49538	Joshi, Samir	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samir Joshi</p>	A32.3A; A32.3F
40196	Joss, Richard	<p>I am opposed to the Little Cottonwood Canyon gondola.</p> <p>The gondola would be built within three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine roadless areas). Road construction is typically prohibited in these areas to protect air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception.</p> <p>We should not spend \$500 million to \$1 billion dollars of Utah taxpayer money on a gondola that will only benefit 2 private companies. Considering that less than 10% of the Utah population actually ski, it is wrong to burden the other 90+% of Utah taxpayers with this subsidy.</p>	A32.3G; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The gondola will not significantly reduce traffic in the canyon. The parking lots of the two resorts in the canyon will still be full the same amount of time they are full now. What the gondola will do is potentially double the number of skiers at each resort (via canyon traffic and gondola ridership); which will, again, only benefit 2 private companies.</p> <p>Whatever solution is chosen, there must be stops at trailheads, for use in summer and winter. This would most easily be accomplished with bus service, not a gondola.</p>	
45962	Journell, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Journell</p>	A32.3A; A32.3F
53591	jowers, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron jowers</p>	A32.3A; A32.3F
41322	Joy, Mirna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mirna Joy</p>	A32.3A; A32.3F
55597	Joyce, Lynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lynn Joyce</p>	
52657	Juarez, Aaliyah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaliyah Juarez</p>	A32.3A; A32.3F
53932	Juarez, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Juarez</p>	A32.3A; A32.3F
39514	Juarez, Olivia	<p>Thank you for the extended information on impacts to the footprint of inventoried roadless areas. The Final EIS Supplemental Information Reports have made it clear that the Enhanced Bus Service Alternative is the best option for efficiently transporting people through the canyon while conserving our precious forested areas. I support the Enhanced Bus Service and oppose other listed alternatives. In the U.S. a football field-sized area of nature is lost every 30 seconds due to conversion for other uses. To address the contemporaneous climate and biodiversity crises threatening the planet and all Utahns, it is imperative that we prioritize development that has the smallest impact on our IRAs. IRA lands and the surrounding ecosystem health are resources that we will not get back once they are diminished. It's important to concede that some IRA disturbance is necessary to reduce traffic and associated vehicle emissions; the reports have shown that the Enhanced Bus Service is the alternative with the smallest impact on woodland habitat and watersheds while transporting a substantial amount people to and fro the canyon.</p> <p>An enhanced bus service would directly reduce the volume of private vehicles on the canyon road leading to reduced GHG emissions from private vehicles. Our community is responsible for also making decisions that will reduce climate pollution, such as vehicle emissions, to protect our ability to live and thrive in Utah for many generations to come. As such, the Enhanced Bus Service has the greatest immediate and long term benefit. The no-action alternative and the additional peak-bus, cog rail, and gondola alternatives will block our infrastructure from allowing more people to benefit from spending time in Little Cottonwood Canyon and addressing the climate and biodiversity crises.</p>	A32.3A; A32.3F
52961	Juback, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Juback</p>	
53187	Judd, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Judd</p>	A32.3A; A32.3F
40198	Judd, Christi	PLEASE consider using electric buses in your analysis. Using diesel is not a fair representation of the bus vs gondola impact. The gondola will ruin many acres of pristine roadless lands and have environmental impacts for years to come. The gondola is NOT the choice that is best for the residents of Utah.	A32.29VV
40248	Judd, Jonathan	Completely against the gondola. It should only be a last resort after all other reasonable changes are given time to work first. There is also a huge conflict of interest for this project	A32.29VV
40220	Judd, Kennedi	I believe the gondola project shouldn't happen. It would only create larger more serious problems and harm the environment.	A32.29VV
39849	Judd, Michelle	After reading quite a few of the impact comments, I really believe this is not the solution. I think environmentally friendly buses are the solution. How are they supposed to maintain the gondola without adding more roads to maintain it? The cost is ridiculous to the taxpayers of Utah. As mentioned in a few comments, a shuttle service like Zions is a great idea. I think the impact on the natural habitat in the area doesn't need to be impacted by yet another mode of transportation.	A32.10G
50976	judkins, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob judkins</p>	A32.3A; A32.3F
43780	Judkins, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Judkins</p>	
44516	Judkins, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Judkins</p>	A32.3A; A32.3F
51252	Judkins, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Judkins</p>	A32.3A; A32.3F
51235	Judkins, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Judkins</p>	A32.3A; A32.3F
42071	Jueidi, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Jueidi</p>	
50892	Julander, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Julander</p>	A32.3A; A32.3F
45983	Julian, Kali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kali Julian</p>	A32.3A; A32.3F
51261	June, Haylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Haylie June	
40803	Juneau, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Juneau</p>	A32.3A; A32.3F
43292	Jungbluth, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Jungbluth</p>	A32.3A; A32.3F
55852	Junge, River	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, River Junge</p>	A32.3A; A32.3F
39233	Junk, Andrew	The Gondola options are too expensive and do not provide a long term solution.	A32.29VV
46041	Jusd, Louise	<p>To whom it may concern,</p> <p>My family has owned property in little cottonwood canyon for 100 a years. I absolutely do not support the gondola project. I study real estate and city planning for a living and there has been zero evidence this proposal will solve the problem at hand. I strongly oppose it.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louise Jurd</p>	
48328	Just, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Just</p>	A32.3A; A32.3F
54428	Justesen, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Justesen</p>	A32.3A; A32.3F
54227	Justesen, Kailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kailee Justesen</p>	
54961	Justiana, Lyndsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndsay Justiana</p>	A32.3A; A32.3F
39234	Justice, Kim	<p>I drive up and down the canyons in an electric car. There is limited environmental impact in the canyons when I am driving an electric car. UDOT should acquire and maintain electric buses for the Cottonwood Canyons in any scenario but I propose a scenario where we invest in a fleet of electric busses - like many other cities - and use them with numerous stops and routes up and down the canyons - some to and from the ski resort and some stopping at other locations that people visit. We need non-stop busses up and down the canyons and need to limit individual car traffic. We need to increase compensation paid to the bus drivers, mechanics, etc. so that there is a well managed fleet of buses - the situation this year with insufficient buses was unbelievable in light of the amount of money being considered for a gondola or road expansion. I watched people in long lines waiting for the bus at Brighton or Alta standing out in cold storms and there was no bus for quite awhile. Let's get our act together and make what we have work and do it using electricity which is much cleaner than oil and gas. In order to support the approach for buses, we need to expand parking and build parking structures at the base of the canyons. We also need to restrict the use of the canyons by individual drivers. Charge a toll, require carpooling, have a permanent booth in the winter for tire checking (use the sticker) and make traction control permanent all winter.</p>	A32.29VV
47763	justus, lauren	<p>To whom it may concern,</p> <p>I AM THE YOUTH OF THE SLC VALLEY. I HAVE GROWN UP IN THESE CANYONS. I WILL CONTINUE TO GROW OLD WITH THESE CANYONS. YOU ARE DISPLACING ANIMALS, TAKING AWAY NATURE SPACE, AND TAKING AWAY THE NATURE THAT PEOPLE COME HERE FOR.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lauren justus</p>	A32.3A; A32.3F
41418	K Spear, John	<p>To whom it may concern,</p> <p>I'm concerned that the proposed Gondola in Little Cottonwood Canyon will be too expensive and not be an effective means of moving people to the resorts. I also think it will destroy the scenery and environment of the Canyon. Therefore, I'm strongly against the proposed Gondola! Sincerely, JKS</p>	A32.3I
40752	K, Acasia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Acasia K</p>	
51553	k, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek k</p>	A32.3A; A32.3F
52130	K, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James K</p>	A32.3A; A32.3F
41432	K, Liv	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liv K</p>	A32.3A; A32.3F
42198	K, Mike	Please stop pushing forward the gondola. Please focus on access for all Little Cottonwood users during all seasons instead of focusing on subsidizing Alta and Snowbird with taxpayer funds. A gondola has an unacceptable environmental and recreational impact to Little Cottonwood.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I encourage you to consider traffic mitigation strategies such as regional electric buses, micro transit shuttle services, transit hubs, enforcement of traction law, car pooling, reservation systems, and tolling.</p> <p>As a backcountry user, a climber and a Utah taxpayer, it is very sad to see UDOT working against the majority of Utah citizens.</p>	
42885	K, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan K</p>	A32.3A; A32.3F
39389	Kachi, Yukio	Roadless Rule boundaries must be upheld over building gondola towers.	A32.3A
41177	Kacsuta, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Kacsuta</p>	A32.3A; A32.3F
49056	Kaczmarek, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Kaczmarek</p>	A32.3A; A32.3F
49268	Kaczmarek, Kiley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiley Kaczmarek</p>	
49732	kaczmarek, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah kaczmarek</p>	A32.3A; A32.3F
50589	Kadic, Selma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Selma Kadic</p>	A32.3A; A32.3F
47921	Kadri, Taryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taryn Kadri</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46831	Kaelen, Ohm	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ohm Kaelen</p>	A32.3A; A32.3F
45194	Kaelin, Mariesa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariesa Kaelin</p>	A32.3A; A32.3F
41329	Kaelin, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Kaelin</p>	A32.3A; A32.3F
41955	Kaeyer, Finn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finn Kaeyer</p>	
55359	Kagei, Hiro	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hiro Kagei</p>	A32.3A; A32.3F
55072	Kahan, Anastasia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anastasia Kahan</p>	A32.3A; A32.3F
49571	kai, liana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, liana kai</p>	A32.3A; A32.3F
49454	Kaiser, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Kaiser</p>	
48966	Kaiserman, Ana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ana Kaiserman</p>	A32.3A; A32.3F
50092	kaiserman, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison kaiserman</p>	A32.3A; A32.3F
49899	Kakunes, Eivy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eivy Kakunes</p>	A32.3A; A32.3F
41207	Kakunes, Khloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Khloe Kakunes</p>	
40796	Kakunes, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Kakunes</p>	A32.3A; A32.3F
55749	Kalander, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Kalander</p>	A32.3A; A32.3F
41659	Kalandiak, Alexa	<p>To whom it may concern,</p> <p>I believe that during this EIS process, UDOT failed to asses how constructing a gondola violates the Roadless Rule. The Forest Service designated Roadless Areas where road construction and timber harvesting are prohibited to protect these areas from construction. UDOT claims that building a gondola does not violate the Roadless Rule, because it is not for motor vehicles, and vegetation and timber removal will be "incidental". However, a gondola requires implementing towers, angle stations, snowsheds, and clearing protected vegetation. This will incur over a billion dollars in cost, and claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. It will negatively impact wilderness areas, the wildlife that inhabits LCC, and the watershed.</p> <p>The impacts that a gondola would have on several roadless qualities are underrepresented in this report. It will permanently alter the Twin Peaks, Lone Peak, and White Pine Roadless Areas.</p> <p>When it comes to wildlife, the report only takes into account the small amount of land area the gondola towers will occupy. This fails to account for the impact that gondola cars moving through the air will have on nesting birds, including peregrine falcons. It also fails to account for the overall stress that the presence and noise of the gondola cars (which will take years of construction) will have on animals that live and travel through the canyon. This would be an additional stressor to the already existing SR-210, which will not go away in</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>this plan.</p> <p>Similarly, the report only accounts for the small number of acres the gondola will physically occupy when assessing the impact on Landscape Character and Integrity. In reality, the gondola will negatively impact thousands of acres of naturally appearing area, and will leave a permanent scar on LCC.</p> <p>I do not support a proposal that would reduce acres of land that are classified as "Roadless," and do not support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. I oppose the gondola, and urge those in charge to first consider lower cost and potentially more effective alternatives to reduce the congestion in LCC, that have a lower impact on the roadless environment.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as snowsheds, carpool incentives, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, better enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Sincerely, Alexa Kalandiak</p>	
40853	Kalchik, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Kalchik</p>	A32.3A; A32.3F
41827	kalin, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan kalin</p>	A32.3A; A32.3F
53595	Kalina, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Briana Kalina</p>	
54383	Kalipetsis, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Kalipetsis</p>	A32.3A; A32.3F
46226	Kalkowski, Ciera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciera Kalkowski</p>	A32.3A; A32.3F
52255	Kalkowski, Samidha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samidha Kalkowski</p>	A32.3A; A32.3F
45338	Kallas, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Kallas</p>	
45357	Kallas, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Kallas</p>	A32.3A; A32.3F
43715	Kallsen, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Kallsen</p>	A32.3A; A32.3F
48194	Kalmeta, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Linda Kalmeta	
54626	Kamineni, Aruna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aruna Kamineni</p>	A32.3A; A32.3F
42737	Kamler, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Kamler</p>	A32.3A; A32.3F
44769	Kamman, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Kamman</p>	A32.3A; A32.3F
51177	Kammerer, Raquel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raquel Kammerer</p>	
40827	Kamp, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Kamp</p>	A32.3A; A32.3F
47535	Kampenhout, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Kampenhout</p>	A32.3A; A32.3F
46816	Kamps, Gina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gina Kamps</p>	A32.3A; A32.3F
49715	Kamtekar, Saey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saeey Kamtekar</p>	
39263	kanaley, j	<p>We do NOT want a gondola which will be expensive and an eye sore to our beautiful canyon and only help for 3 busiest ski months of the year. For the other 9 mos it would be an ugly sight that destroys our wilderness scenery.</p>	A32.29VV
39607	kanaley, jim	<p>It seems that DOT has decided a Gondola is best option despite everyone locally not wanting it except for the resorts who are motivated by profit. That leads me to believe that some individuals involved in the decision might be profiting personally from a Gondola. Also does the Gondola option include ski lockers for all pass holders so we dont have to haul all our gear to and from the gondola and shuttles?</p>	A32.29VV
46330	Kancans, Kristaps	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristaps Kancans</p>	A32.3A; A32.3F
53305	Kandare, Cassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassie Kandare</p>	A32.3A; A32.3F
55100	Kane, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Kane</p>	
55350	Kane, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Kane</p>	A32.3A; A32.3F
50028	Kane, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Kane</p>	A32.3A; A32.3F
43489	Kane, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Kane</p>	A32.3A; A32.3F
54759	Kane, Zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoey Kane</p>	
55878	Kaneko, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Kaneko</p>	A32.3A; A32.3F
55545	Kang, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Kang</p>	A32.3A; A32.3F
40856	Kania, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Kania</p>	A32.3A; A32.3F
41887	Kanter, Ari	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ari Kanter</p>	
42263	KAPLAN, GLEN	<p>I am strongly opposed to the Gondola and ANY other such developments within Little Cottonwood Canyon. I believe that historical landmarks and natural resources will be completely destroyed and ruined for ALL future users IF such a project is approved. It makes ZERO sense and it fully seems like a corporate strongarm that blatantly disrespects and countermands the public opinion. There is NO WAY that a Gondola is good for our natural resources nor our outdoor oriented communities. It appears to be completely one-sided in favor of the money hungry corporations and capitalist greed.</p>	A32.29VV
55608	Kaplar, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Also for known major avalanche paths use of road covers like in Colorado would be a preferred option that could provide for safety and animal crossings</p> <p>Regards, Angela Kaplar</p>	A32.3A; A32.3F
51526	Kapp, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Kapp</p>	A32.3A; A32.3F
55788	Kappos, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Kappos</p>	
49180	Kapusta, Aurelie	<p>To whom it may concern,</p> <p>I am a skier, a backcountry skier, a hiker, a mountain biker. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Moreover, in a state threatened by long term drought with endangered snow pack and snow quality, I urge that solutions more short term and less costly be considered.</p> <p>The gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aurelie Kapusta</p>	A32.3A; A32.3F
53893	kara, seigi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, seigi kara</p>	A32.3A; A32.3F
49232	Karas, Darya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darya Karas</p>	
47575	Karbasi, Mya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mya Karbasi</p>	A32.3A; A32.3F
50448	Karch, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dane Karch</p>	A32.3A; A32.3F
40699	Karic, Liza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liza Karic</p>	A32.3A; A32.3F
46636	Karis, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Karis</p>	
43498	Karklins, Solvita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Solvita Karklins</p>	A32.3A; A32.3F
54263	karl, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan karl</p>	A32.3A; A32.3F
39618	Karlik, LAURIE	<p>Why is Dopylmyer, who makes the cabs, the source for what type of bus can make it up and down the canyon? I think they will direct the results to favor them selling us gondola cabs. Your politics are so blatant.</p> <p>The gondolas in Tahoe are \$60 for a round trip. Even with the price of gas, people will drive or bus rather than pay that price. UDot will need to charge that much just to cover the insurance, and by UDot, I mean me, the tax payer!</p> <p>Take a gondola up, then bus down to a trail?! Does anyone see the lunacy in that?! You spent 36 minutes in the cab plus let's say 5 minutes per side to load and unload for a total of 46 minutes. This time will be repeated for the trip back down so now we are at 1 hr and 32 minutes. Now get into the free shuttle (bus) to ride to a trailhead, let's say 10 minutes of waiting and a 5 minute drive which will occur both directions for a total of 30 minutes. Total now 2 hours and 2 minutes added to your day for your hike. Or you can drive your car to a trailhead from the gondola base, 6-8 minutes. Struggle to park, and walk to trailhead, 15 minutes. Total 46 minutes round trip for the same hike. Hum. Not a hard decision for me as to which use. Sure a vacationer will like it, but not a local! I live on Danish Road. It takes 14 minutes from our garage to the Snowbird parking lot so I base my data on facts. Maybe the real goal is to STOP hikers. Again, blatant, obvious, and most of all WRONG. NO gondola. All of 30 cars waited Saturday at 10:45 am to get up the closed canyon. 30. Not that many.</p>	A32.29VV
54761	karlsson, jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jason karlsson</p>	
39560	Karlsven, George	<p>I strongly prefer the enhanced bus service with the expanded bus lanes. This service takes half the time to get to Alta than any of the other alternatives and the capital cost is basically the same as all other alternatives except the bus service without expanded lanes.</p>	A32.29VV
45343	Karna, Prekcha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Prekcha Karna</p>	A32.3A; A32.3F
39371	Karner, Kristin	<p>We live in [REDACTED] and our family recreates in the Cottonwood canyons regularly. We feel strongly, as do the majority of citizens in our neighborhood, that the gondola is not going to adequately solve the congestion problems, but is primarily a tourist attraction for the benefit of Snowbird resort. Perhaps more importantly, the gondola will clearly reduce roadless areas and violate the Roadless Rule. This is unacceptable and illegal.</p> <p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Please realize the folly in this plan. The price tag is unacceptable, both in monetary and environmental costs.</p> <p>Sincerely, your neighbor, Kristin Karner [REDACTED]</p>	A32.3A
52629	Karp, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Katie Karp</p>	
48428	Karpinski, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Karpinski</p>	A32.3A; A32.3F
50606	Karr, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Karr</p>	A32.3A; A32.3F
46047	Karra, Pranav	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pranav Karra</p>	A32.3A; A32.3F
41339	Karras, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Karras</p>	
43109	Karren, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Karren</p>	A32.3A; A32.3F
54704	karren, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie karren</p>	A32.3A; A32.3F
47240	Karren, Salem	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Salem Karren</p>	A32.3A; A32.3F
43612	Karrigan, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Karrigan</p>	
43664	Karrington, Faith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Faith Karrington</p>	A32.3A; A32.3F
39294	Kartman, Michael	<p>A simple solution would be to eliminate all collective passes/Ikon etc... This challenge did not exist until Snowbird & Alta decided to be part of these collectives. Have IKON and Mountain Collective pay for this folly since they have raised the stakes for two mountains that are not resorts!</p> <p>However, another simple solution is to pay for parking and toll the road. But Snowbird wants to develop the L'Caille property and have a stake in the Olympics. This move should cause Snowbird to figure out how to adjust our Valley to suit their purpose(s), not the public!</p> <p>Shame on Snowbird, Shame on UDot and shame on this commission!</p>	A32.29VV
51088	Kasch, Enola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Enola Kasch</p>	A32.3A; A32.3F
47442	Kasemir, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Kasemir</p>	
49768	kassing, Kennedee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedee kassing</p>	A32.3A; A32.3F
46123	Kassner, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Kassner</p>	A32.3A; A32.3F
45986	Kastelan, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Kastelan</p>	A32.3A; A32.3F
56130	Kasyon, Mitch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch Kasyon</p>	
41385	Kaszuba, Stanislaus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stanislaus Kaszuba</p>	A32.3A; A32.3F
43443	Kates, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Kates</p>	A32.3A; A32.3F
42528	Kathryn, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Kathryn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49780	Katsanevas, Dimitrius	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dimitrius Katsanevas</p>	A32.3A; A32.3F
52073	Katsanevas, Manoli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Manoli Katsanevas</p>	A32.3A; A32.3F
56142	Katsahirakis, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Katsahirakis</p>	A32.3A; A32.3F
53488	Katwyk, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Katwyk</p>	
42504	Katz, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Katz</p>	A32.3A; A32.3F
39238	Katz, Linda	<p>Please consider electric buses - flexible, clean, scalable</p> <p>We do NOT want a gondola</p>	A32.29VV
45248	katz, sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophie katz</p>	A32.3A; A32.3F
55441	Kaufman, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Kaufman</p>	A32.3A; A32.3F
40214	Kaufman, Peter	<p>As a frequent visitor to the Wasatch, I am resolutely opposed to the gondola plan. It will do NOTHING to alleviate car traffic. The same amount of cars will drive up/down - plus you'll have the people that take the gondola. The towers also will mar the canyon.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		This is a short-sighted plan and should be rejected.	
43148	Kaufmann, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Kaufmann</p>	A32.3A; A32.3F
47236	Kaul, Lyndi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndi Kaul</p>	A32.3A; A32.3F
46221	Kaur, Cherry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cherry Kaur</p>	A32.3A; A32.3F
47419	kaur, navnit	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, navnit kaur</p>	
51304	Kaver, Kindra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kindra Kaver</p>	A32.3A; A32.3F
52450	Kay, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Kay</p>	A32.3A; A32.3F
47484	Kay, Kumar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kumar Kay</p>	A32.3A; A32.3F
53833	Kay, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Kay</p>	
53996	Kay, Rylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylan Kay</p>	A32.3A; A32.3F
52945	Kayari, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Kayari</p>	A32.3A; A32.3F
40710	Kean, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Kean</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42643	Kearl, Brittin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittin Kearl</p>	A32.3A; A32.3F
51500	Kearl, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Kearl</p>	A32.3A; A32.3F
48052	Kearsley, Elizabeth	<p>To whom it may concern,</p> <p>As a Sandy resident, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Kearsley</p>	A32.3A; A32.3F
54248	Keddington, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Keddington</p>	
45486	Kee, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Kee</p>	A32.3A; A32.3F
39764	Keegan, Lindsay	<p>Calling the gondola not a road is an extremely narrow interpretation and it will have similar impacts moving large amounts of people through wild areas. I am STRONGLY AGAINST this interpretation.</p>	A32.29VV
47163	Keele, Heather	<p>To whom it may concern,</p> <p>As a lifelong citizen of Utah, I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Keele</p>	A32.3A; A32.3F
45160	Keeler, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Harrison Keeler	
47458	Keeler, Karl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karl Keeler</p>	A32.3A; A32.3F
40644	Keeler, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Keeler</p>	A32.3A; A32.3F
39667	Keeling, Anna	<p>Hi, why have has UDOT not tried the simpler route of better bus services, paying drivers more (with incentives) and creating a carpool (3+) & bus lane?</p> <p>How much will it cost to ride the gondola? What will be the gondola capacity per hour? There is so much we do not know about it.</p> <p>Respect the roadless rule. There are still other options that have not yet been explored.</p>	A32.29VV
48205	Keenan, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Keenan</p>	A32.3A; A32.3F
45568	Keenan, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Keenan</p>	
49185	Keene, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Keene</p>	A32.3A; A32.3F
50903	Keene, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Keene</p>	A32.3A; A32.3F
49595	Keetch, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lauren Keetch	
55898	Keffer, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Keffer</p>	A32.3A; A32.3F
45653	Kehl, Kelley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelley Kehl</p>	A32.3A; A32.3F
42605	Keidel, Savita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savita Keidel</p>	A32.3A; A32.3F
40356	Keifer, JOHN	The grace and majesty of LCC is always an inspirational view. I think it's a disgrace that tax payer dollars are being used to to destroy the natural beauty of areas across this state. This effort from UDOT is another blow to the beauty of the state and another blow to taxpayers.	A32.3I
55502	Keir, Devon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devon Keir</p>	
49128	Keisel, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna Keisel</p>	A32.3A; A32.3F
43168	Keitel, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Keitel</p>	A32.3A; A32.3F
42226	Keith, Jason	<p>April 18, 2023 Utah Department of Transportation (UDOT) 2825 East Cottonwood Parkway, Suite 200 Cottonwood Heights, Utah 84121</p> <p>RE: Access Fund Comments to Utah Department of Transportation's Little Cottonwood Canyon Final Environmental Impact Statement, Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives and the Air Quality Supplemental Information Technical Report</p> <p>UDOT LCC EIS Project Team:</p> <p>The Access Fund welcomes this opportunity to provide comments to the Utah Department of Transportation (UDOT) Final Environmental Impact Statement (FEIS) Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives and the Air Quality Supplemental Information Technical Report (Supplemental Information Reports). Access Fund agrees with the position of the Salt Lake Climber's Alliance that there continues to be critical flaws to the FEIS because the scope of the project is too narrow, and the purpose and need are not satisfied by UDOT's proposed solution. The preferred gondola alternative also conflicts with the 2001 Roadless Rule and Little Cottonwood Canyon contains the White Pine and portions of the Twin Peaks and Lone Peak Inventoried Roadless Areas (IRAs). Access Fund continues to support lesser impactful transportation solutions that include enhanced electric bus service with no roadway widening or large-scale infrastructure, and that runs year-round and stops at trailheads. Such an alternative would serve all user groups in Little Cottonwood Canyon, mitigate traffic problems during the most congested winter months, and not impact Inventoried Roadless Areas.</p>	A32.3A; A32.3F; A32.3H; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The Access Fund The Access Fund is a national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) nonprofit and accredited land trust representing millions of climbers nationwide in all forms of climbing—rock climbing, ice climbing, mountaineering, and bouldering—the Access Fund is a US climbing advocacy organization with over 25,000 members and 140 local affiliates. Access Fund provides climbing management expertise, stewardship, project-specific funding, and educational outreach. Utah is one of Access Fund’s largest member states and many of our members climb regularly in Little Cottonwood Canyon. For more information about Access Fund, visit www.accessfund.org.</p> <p>Comments Roadless areas are protected under the 2001 Roadless Rule. The 2003 Revised Uinta-Wasatch-Cache Forest Plan allows for some development in selected roadless units; however, the units impacted by UDOT’s gondola alternative are not among those units authorized under the Forest Plan for development. Despite UDOT’s claims in the FEIS and Supplemental Reports, impacts to the IRAs in Little Cottonwood Canyon will not be “incidental” because of necessary extensive construction of gondola infrastructure (and ongoing necessary maintenance) that will impair environmental values that the roadless area designation is supposed to protect. The 2001 Roadless Rule protects specific values or features in inventoried roadless areas: 1) high quality or undisturbed soil, water, and air; 2) sources of public drinking water; 3) Primitive, Semi-Primitive Non-Motorized, and Semi-Primitive Motorized classes of dispersed recreation; and 4) natural appearing landscapes with high scenic quality. UDOT’s gondola alternative impairs all of the values or features that the Roadless Rule requires for protection as it will disturb soils and damage a source of public drinking water, does not qualify as semi-primitive motorized recreation, and clearly impairs the scenic qualities of Little Cottonwood Canyon’s natural landscape.</p> <p>UDOT’s FEIS and Supplemental Reports conflict with the Roadless Rule in the following ways:</p> <ul style="list-style-type: none"> • Do not acknowledge that the gondola would not support recreation except as transportation to privately-owned ski resorts. • Fail to consider the proposed gondola’s immediate negative visual and audio impacts to adjacent designated wilderness areas. • Do not adequately analyze the impacts to the ecology, drinking water quality, and dispersed recreation opportunities within the IRAs. • Fail to account for impacts to visitor use patterns resulting in the IRAs from the gondola’s infrastructure. • Fail to consider impacts to the IRAs from the use of helicopters, temporary roads, and timber cuts during gondola infrastructure construction and subsequent gondola tower access and maintenance needs. <p>For more information on the Access Fund’s position, please also see our past comments opposing UDOT’s gondola proposal dated September 3, 2021; December 17, 2021; January 10, 2022; and October 17, 2022.</p> <p>Access Fund supports the position of the Salt Lake Climbers Alliance and urges UDOT to reconsider its preferred alternative and reexamine a less impactful and cheaper transportation solution centered on expanded bus service combined with other traffic mitigation strategies such as tolling, while also preserving the parking needs of dispersed recreational users throughout the canyon. Such an approach would address the needs of the dispersed recreation community and many others that oppose permanently scarring the historic and highly valued climbing resources and extraordinary natural environment in Little Cottonwood Canyon. Importantly, the lesser impactful transportation options would also not conflict with the 2001 Roadless Rule.</p> <p>Sincerely,</p> <p>Jason Keith Senior Policy Advisor Access Fund</p> <p>Cc: Salt Lake Climbers Alliance</p>	
56219	Keith, Jason	<p>UDOT Planners — please find attached comments from the Access Fund to the Utah Department of Transportation regarding the Little Cottonwood Canyon Final Environmental Impact Statement, Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives and the Air Quality Supplemental Information Technical Report.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	A32.3A; A32.3F; A32.3H; A32.3I
40292	Keith, Madeline	I’m not in favor of the gondola. Widen roads and have more buses	A32.29VV
40759	keith, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophia keith</p>	
53784	Kekacs, Jalen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jalen Kekacs</p>	A32.3A; A32.3F
47930	Kelleher, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Kelleher</p>	A32.3A; A32.3F
53221	Keller, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Keller</p>	A32.3A; A32.3F
47600	Keller, Brendan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendan Keller</p>	
42265	Keller, Brian	<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p>	A32.3A; A32.3F
46977	Keller, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Keller</p>	A32.3A; A32.3F
51836	Keller, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Keller</p>	A32.3A; A32.3F
47993	Keller, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Keller</p>	
39516	Keller, Denise	<p>In my opinion, the times you have a traffic issue is on weekends and especially snow days. If you require carpooling, it seems that the traffic jam would be mitigated. When I've driven up the canyon this winter, we have had two or more in the car and I have never been in a traffic jam.</p>	A32.29VV
52447	Keller, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Keller</p>	A32.3A; A32.3F
39947	Keller, Jemina	<p>I am firmly against the gondola, but I am in favor of an excellent, well routed and scheduled, van system. Provide guaranteed rides in a Van-Share. Work with local parking lots (commercial ie Knutson's Corner Buildings with unused weekend parking) to guarantee pickup times and locations. This can all be handled with an app - times for van pickup and locations. Obvs, do return trips Down the canyon. Let a rider check IN REAL TIME, if there are any standby rides on the app. Come on guys - this would definitely make the car situation better, with using existing infrastructure; some build out with vans/drivers/use authorizations, and a great solution!</p>	A32.29VV
45866	Keller, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Keller</p>	A32.3A; A32.3F
45812	Keller, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madison Keller</p>	
46822	Keller, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Keller</p>	A32.3A; A32.3F
52095	Keller-Bills, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Keller-Bills</p>	A32.3A; A32.3F
53998	Kellett, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Kellett</p>	A32.3A; A32.3F
44395	Kellett, Robbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robbie Kellett</p>	
48223	Kelley, Camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>You can't be serious in imagining this gondola as a beneficial addition to a pristine natural area. Consider the fallout if your actions as future generations will loathe the choices you make now if this goes forward. Imagine explaining yourself to the ruthless condemnation of your grandchildren and millions of other grandchildren. Do not liken yourselves to those who previously tarnished our natural world and their reputations in order to save a couple bucks.</p> <p>Regards, Camryn Kelley</p>	A32.3A; A32.3F
55289	Kelley, Darby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darby Kelley</p>	A32.3A; A32.3F
46826	Kelley, Fitzpatrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fitzpatrick Kelley</p>	
52513	Kelley, Greeley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greeley Kelley</p>	A32.3A; A32.3F
46208	Kelley, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Kelley</p>	A32.3A; A32.3F
42138	Kelley, Silas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Silas Kelley</p>	A32.3A; A32.3F
45616	Kellogg, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassidy Kellogg</p>	
50657	Kellogg, Kerri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerri Kellogg</p>	A32.3A; A32.3F
46230	kellogg, morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, morgan kellogg</p>	A32.3A; A32.3F
48039	Kelly, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Kelly</p>	A32.3A; A32.3F
44560	Kelly, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Kelly</p>	
53706	Kelly, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Kelly</p>	A32.3A; A32.3F
51715	kelly, gage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gage kelly</p>	A32.3A; A32.3F
43225	Kelly, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jason Kelly	
51647	Kelly, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Kelly</p>	A32.3A; A32.3F
46460	Kelly, Marston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marston Kelly</p>	A32.3A; A32.3F
42914	Kelly, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Kelly</p>	A32.3A; A32.3F
43855	Kelly, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Kelly</p>	
53625	Kelly, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Kelly</p>	A32.3A; A32.3F
39531	Kelly, Ryan	<p>It seems as though many of these were known factors, or should have been known factors, considered in the first place, not after public comments drew heightened attention to them. There seems to be a bias toward a tram system, that overlooks environmental issues, cost issues, and the public's dislike of this project, while somehow continually returning to a tram as the "preferred" option. This preference seems to have been pre-determined by UDOT.</p>	A32.29VV
52559	Kelly, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Kelly</p>	A32.3A; A32.3F
47384	Kelsey, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Kelsey</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40746	Kemerer, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Kemerer</p>	A32.3A; A32.3F
54694	Kemnic, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Kemnic</p>	A32.3A; A32.3F
47205	Kemp, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Kemp</p>	A32.3A; A32.3F
39365	Kemp, Shane	<p>Making changes to the Wilderness Areas/Roadless areas to allow 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal is not mentioned in the "cons" of the Gondola option. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Finally, the green check marks for many of the Gondola "features" are faulty. Enhanced bus service would do better in all cases except maybe the ability to operate during the highest avalanche danger and if the road is closed. Also, moving the traffic issue from the resorts to LaCaille is not a solution. The true solution is to limit cars in the canyon - less people = less traffic.</p>	A32.3A; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52759	Kempf, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elijah Kempf</p>	A32.3A; A32.3F
43025	Kemple, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Kemple</p>	A32.3A; A32.3F
47785	Kendall, Eyleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eyleen Kendall</p>	A32.3A; A32.3F
46377	Kendall, Jerad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jerad Kendall</p>	
53556	Kendall, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Kendall</p>	A32.3A; A32.3F
41281	Kendell, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Kendell</p>	A32.3A; A32.3F
49449	Kendrick, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Kendrick</p>	A32.3A; A32.3F
47998	Kendrick, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Kendrick</p>	
42611	kenison, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail kenison</p>	A32.3A; A32.3F
40338	Kenley, Megan	<p>Not only will this not help the environment but it will also over crowd the ski resorts, making more accidents up on the mountain itself. Lots of other resorts limit the number of people that can go to the resorts with parking permits. Do this for snowbird since Alta already has it and it will naturally force more car pooling and limit the number of cars that can go up. A gondala is not the answer.</p>	A32.29VV
55240	Kennebeck, Noel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noel Kennebeck</p>	A32.3A; A32.3F
51430	Kennedy, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Kennedy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47637	Kennedy, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Kennedy</p>	A32.3A; A32.3F
42926	Kennedy, Eugene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eugene Kennedy</p>	A32.3A; A32.3F
43128	Kennedy, Graham	<p>To whom it may concern,</p> <p>As a Salt Lake County resident, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Kennedy</p>	A32.3A; A32.3F
46042	Kennedy, Isaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaiah Kennedy</p>	
49656	Kennedy, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Kennedy</p>	A32.3A; A32.3F
53362	Kennedy, Meaghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meaghan Kennedy</p>	A32.3A; A32.3F
48597	Kennedy, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Kennedy</p>	A32.3A; A32.3F
53313	Kennedy, Shyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shyla Kennedy</p>	
50216	Kennedy, Teagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teagan Kennedy</p>	A32.3A; A32.3F
44529	Kennelly, Bryson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryson Kennelly</p>	A32.3A; A32.3F
44208	kenney, Eklutna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eklutna kenney</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55663	Kenney, jeff	<p>To whom it may concern,</p> <p>I am adamantly against the Little Cottonwood Canyon Gondola project! Please consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola should not be exempt from the Roadless Rule because roads will need to be constructed to build the towers, plus the towers will permanently alter the landscape, much like a permanent road. It will destroy climbing, hiking, running and backcountry skiing areas.</p> <p>The gondola will not improve traffic congestion, but could make it worse for all but select resort users who can afford the expensive ticket.</p> <p>This year we saw extensive closures of Little Cottonwood. The gondola would not operate during avalanche mitigation so this would not have assisted with delays.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you, Jeff</p> <p>Regards, jeff Kenney</p>	A32.3H; A32.3G A32.3A; A32.3F
49170	Kenney, Mitchel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchel Kenney</p>	A32.3A; A32.3F
39381	Kenney, Sara	<p>The supplemental report is not enough on the gondola plan. With 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal that would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon, this plan is detrimental to our wilderness. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes. UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a) it was not in these units and b) not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. Little Cottonwood Canyon doesn't need anymore roads! This is prime wilderness and needs to be protected. As we've seen this winter, many wildlife come down to the canyons for forage and need every square inch of space.</p> <p>Thanks!</p>	A32.3G; A32.3A; A32.3F
39627	Kennington, Jan	#1 Our city has many more needs than to spend money on a Gondola so that just a few people who ski don't have to sit in traffic. We have too much poverty and hunger in city. We need sustainable affordable housing and transportation . We have HORRIBLE AIR that is either making people sick or killing them. We have the Great Salt Lake that is dying. Do you	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		realize that allowing this to die will reduce our snow which in turn will reduce our water and the ski resorts will be a thing of the past? Climate change is here and we need to do everything we can to mitigate this as without it we will have no snow for the resorts. Giving money to the ski resorts is not the greatest good for the greatest people. Manage the traffic by buses, tolling, and ride sharing. NO GONDOLA!!!	
41117	Kennington, John	<p>Five of the gondola towers will be located in the LCC Roadless Areas designated not to have improvements related to roads, and the gondola project is ONLY justified and designed to alleviate traffic on the existing road accessing the canyon. So, it is ILLEGAL for UDOT to plan and install any gondola infrastructure in these Roadless Areas. And for those towers not installed in the Roadless areas the access and foundation infrastructure could possibly be in the same ILLEGAL situation.</p> <p>UDOT must also use current bus technology for the 2050 timeframe for comparison analysis to the gondola impacts. That is electric and natural gas powered buses should be included in the comparison analyses. An electric bus has already been proven to be capable of successfully operating on the entire route required to service the resort infrastructure in Little Cottonwood Canyon.</p> <p>The City of Cottonwood Heights is firmly against installation of a gondola in LCC, as it will destroy the wilderness characteristics of the Canyon, which is what that area of the Wasatch Front is famous for.</p> <p>Use the \$1.4bn saved by not installing the gondola to improve the traffic situation on Hwy 210 with other, less invasive methods along the Hwy 210 right of way that would be as, or more successful than a gondola, including avoiding a new traffic mess in the area of a proposed bottom terminal for the gondola.</p> <p>Thank you for accepting these most important comments!</p>	A32.3A; A32.3F; A32.10G
39657	Kennington, John	<p>-Installation of a gondola system, with attendant infrastructure, would be inconsistent with the intent of preserving the wilderness qualities of the three involved 'Inventoried Roadless Areas' that it will traverse. As such, installation of such gondola system is in violation of these IRA requirements and is, therefore, illegal.</p> <p>-Outside of the IRA violations, such installation would forever ruin the wilderness qualities of LCC forever. A properly designed Enhanced Bus system would be much cheaper, less invasive to the environment and serve many more canyon locations and users.</p> <p>-No to the Gondola!</p>	A32.3A; A32.3F
39722	Kennington, John	<p>A gondola installation would be in violation of the 3 roadless area's rules that the gondola route would traverse. That is, it would reduce the roadless characteristics of each area, as it would be installed for highway enhancement, which is in specific violation of the roadless rules.</p> <p>For that, and many other reasons, like it would ruin the wilderness characteristics and viewshed of this narrow canyon and it would not move people quickly in and out of the canyon as intended.</p> <p>The existing road right of way, with a properly designed and financed bus system would be much less invasive to the landscape, would be less expensive and would serve many more canyon users.</p> <p>No gondola please!</p>	A32.3A; A32.3G
40410	Kennington, John	<p>UDOT can't ignore, mis-interpret or deny the intent or letter of the Roadless Area rules that prohibit any new infrastructure within their three areas with regard to any additional gondola infrastructure. The Rules prohibit any new road related infrastructure and the gondola is undeniably about changing or influencing the existing road conditions in the Canyon. The tower infrastructure, especially the foundations and access roads clearly will violate the highway related intent of the Rules, and also the general intent of preserving the wilderness, wildlife and clean water character of the canyon. These three Roadless Areas abut much of the right of way intended for the gondola.</p> <p>UDOT must also include in their analysis the use of all-electric buses on the existing highway right of way in their noise and air quality impacts analysis for the area. This is a logical inclusion as such buses have already been proven to handle the energy demands of travelling the Canyon and most vehicles will be electrified by the 2045-2050 timeframe.</p> <p>Having no bottom terminal with a 2500 car parking garage will save urbanizing of that now rural area and the traffic problems that will create for that area...just what we're trying to avoid. No bottom terminal will also reduce the pressure and cost of converting Wasatch Bl. into a high speed super highway, and allow for it to be slowed down and made more safe for alternate transportation means like pedestrians and cyclists.</p> <p>Please save us expensive legal costs of defending a proposal that will likely be lost and just scrape the useless, expensive and invasive gondola proposal thereby saving the taxpayers lots of expense and trouble. Use that \$1.4bn for other essential things like creating mobility hubs at the Gravel Pit and other places around the city, and for properly redesigning and converting Wasatch Bl to an artery that better unites Cottonwood Heights rather than divides it.</p>	A32.3A; A32.3F; A32.10G
39615	Kennington, John	<p>I am strongly opposed to installation of the Enhanced Gondola 2 alternative in Little Cottonwood Canyon for many reasons:</p> <p>-The Mar 24, '23 Interlodge episode does not change the situation. It still would have taken hours after the Interlodge was lifted to get skiers out of the canyon such that a gondola is not worth the cost. It would have created a traffic snarl at the bottom of the Canyon, 1500 ft of snowsheds and one additional, reversible center lane on the road, along with the other less expensive measures to be tried earlier, will take care of this small seasonal problem.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>-Road and bus improvements are far better as the road right of way is already in existence and routes and schedules can be changed to suit more canyon users. Moderate highway improvements are much less invasive to the local ecosystem than the additional infrastructure needed to build and maintain the needed tower system for the gondola.</p> <p>- A gondola would kill the tourism industry in LCC by ruining the viewshed, and congesting traffic around the bottom terminal.</p> <p>-By the time in the 2040's of anticipated gondola construction, the ski industry will be in decline due to climate change and very high cost ski area passes. This idea is already 50 years too late and we would be stuck with an invasive artifact from the past.</p> <p>-Most Utah taxpayers would not benefit from this expenditure, which would likely greatly exceed the \$1.4bn present estimated cost by its build date and only benefit principally two businesses. There are so many other more important issues to spend taxpayer \$\$ on like: sustainable transport and energy development, affordable housing, saving the GSL and climate change.</p> <p>- In some corners this will be viewed as a start to an ski interconnect system extending further to Solitude/Brighton and then to Park City. As such, the proponents will be back asking the State for \$\$bn more, all of which is unwarranted and will only benefit a few businesses.</p> <p>-The perfect tourest attraction already exists in LCC with the Snowbird Tram. It's not too long or expensive to ride, has great views and top and bottom facilities and, most importantly, is not too invasive as it is located off to the side of LCC.</p> <p>-Please kill this fantasy dream now, and let's move on to addressing our real world problems!</p>	
54171	Kenny, Rowen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rowen Kenny</p>	A32.3A; A32.3F
54121	Kent, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Kent</p>	A32.3A; A32.3F
49601	Kenyon, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Kenyon</p>	
40015	Keough, Austin	<p>I don't understand how this EIS really tried to solve the problem from a users perspective. I'm anti- gondola. I think adding a gondola, on top of making a significant, negative effect on the views, will just inject a new form of chaos into the mix. It's mentioned that the gondola may be able to run during avalanche clean up efforts. Same chaos for the gondola, plus people waiting on the road. This will just put more people up at the resorts, which I'm sure is the real goal. As a lifelong skier who grew up here, I've watched skiing continue to get progressively worse here, and it's profit-driven decision making at the helm.</p>	A32.29VV
49985	Ker, Michael	<p>To whom it may concern,</p> <p>First and foremost, a big</p> <p>Regards, Michael Ker</p>	A32.29VV
42203	Ker, Mikhail	<p>Please stop moving the gondola forward. Take that money and focus on saving the Great Salt Lake instead. Alta and Snowbird should not get taxpayer funds.</p>	A32.29VV
41247	Keravich, Kristen	<p>No gondola. The community doesn't want it and neither do I. Fix the bus system and stop allowing people to drive up with out another person in the car.</p>	A32.29VV
44731	Keravich, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Keravich</p>	A32.3A; A32.3F
45565	Kerback, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Kerback</p>	A32.3A; A32.3F
44884	kerbs, Kendel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendel kerbs</p>	
54103	Kerby, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Kerby</p>	A32.3A; A32.3F
42657	Kerig, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Kerig</p>	A32.3A; A32.3F
54477	Kerlee, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Anna Kerlee</p>	
46803	Kern, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Kern</p>	A32.3A; A32.3F
45531	Kern, Marina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marina Kern</p>	A32.3A; A32.3F
48075	Kerns, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyson Kerns</p>	A32.3A; A32.3F
40890	Kerr, Bryan	<p>Don't let the ski resorts pull this [REDACTED]. A gondola is a terrible idea in itself plus it will be a huge tax burden for the community.</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and</p>	A32.3A; A32.10G; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
40804	Kerr, Calliope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calliope Kerr</p>	A32.3A; A32.3F
41194	Kerr, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsa Kerr</p>	A32.3A; A32.3F
55696	Kerr, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Kerr</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48653	Kerr, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Kerr</p>	A32.3A; A32.3F
40530	Kerrigan, Colin	<p>Don't sell the mountain out to tourists and corporations! Block expansion!</p>	A32.29VV
52578	Kershner, Britt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britt Kershner</p>	A32.3A; A32.3F
55718	Kerslake, Bryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryn Kerslake</p>	A32.3A; A32.3F
42532	Kersting, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Kersting</p>	
42196	Kertamus, Loren	<p>A gondola has no purpose in our mountains, we should not putting our tax dollars to help a ski resort make money. It's egregious and the money could be put to far better use for better solutions. It's so much money and is irresponsible if it only benefits a corporation and not the people who actively live here year round. NO GONDOLA!!</p>	A32.29VV
55691	Kertamus, Loren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Loren Kertamus</p>	A32.3A; A32.3F
52436	Kesler-Lund, Alisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisa Kesler-Lund</p>	A32.3A; A32.3F
39400	Kessi, Merilynn	<p>It is my understanding that the proposed gondola violates the 2001 Roadless Rule by diminishing rather than maintaining the roadless characteristics of Little Cottonwood Canyon. For that and many other reasons I am opposed to the gondola project and ask you to remove it from the EIS plan. Please give enhanced bus service a chance to provide a less expensive alternative that will protect the wild beauty of LCC.</p>	A32.3A
53627	Kessimakis, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Kessimakis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46776	Ketter, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Ketter</p>	A32.3A; A32.3F
48001	Ketterhagen, Kenzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzi Ketterhagen</p>	A32.3A; A32.3F
49260	Kettering, Trey	<p>To whom it may concern,</p> <p>I grew up in Murray, Utah. I always went skiing, hiking, and biking in the Cottonwood Canyons. The solitude and wilderness I experienced along with the fun of the resort skiing. This gondola will destroy the canyon. STOP THE GONDOLA.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trey Kettering</p>	A32.3A; A32.3F
53534	Ketterling, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Ketterling</p>	
52132	Kettle, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Kettle</p>	A32.3A; A32.3F
39231	kevin Wheelan, Dr	<p>The idea of a team remains ridiculous there is no way that an economic return can be achieved without massive development to a fragile eco system. All parties need to accept that this canyon supports limited volume use and should remain that way. Increase the cost of parking to a level that shifts more to bus use and mo e on. The tax payer should NOT be stuck with a bad project</p>	A32.29VV
54112	Keys, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Keys</p>	A32.3A; A32.3F
42341	Keyser, Donald	<p>The gondola plan is inefficient and wasteful of taxpayer funds. The proper solution is simple: put in avalanche slide sheds over the road where the slide paths are. These increase the safety factor and are environmentally positive. Meanwhile, bus environmental technology will see increasing improvements over time (hydrogen or electric power) and likely to do so before a gondola was installed and operational. As a final comment, the gondola project reflects the corrupt culture that permeates Utah's State House - using their Offices and subsequent connections to enrich themselves at the expense of their constituents. Disgraceful and Shameless.</p>	A32.29VV
39701	KEYSER, steve	<p>Nobody can get up the canyon on day's like today! Build the gondola have you been to telluride or Europe, stop fighting it! Build it!</p>	A32.29VV
43564	Khachatryan, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Khachatryan</p>	
44035	Khan, Amna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amna Khan</p>	A32.3A; A32.3F
55274	Khan, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Khan</p>	A32.3A; A32.3F
45051	Khodl, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Khodl</p>	A32.3A; A32.3F
40283	Khokhar, Stacey	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation’s increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch’s most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won’t be pushed out of their habitat? Does the “Purpose and Need” of UDOT’s preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as “Roadless”, let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
46004	Khosti, Madd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madd Khosti</p>	A32.3A; A32.3F
49895	khotsombat, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April khotsombat</p>	A32.3A; A32.3F
48452	Khountham, Jesiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jesiah Khountham</p>	
51463	Kibbe, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Kibbe</p>	A32.3A; A32.3F
40831	Kiburtz, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Kiburtz</p>	A32.3A; A32.3F
52659	Kidd, Laurel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurel Kidd</p>	A32.3A; A32.3F
55772	Kidd, Matthew	<p>To whom it may concern,</p> <p>I've skied the Cottonwood Canyons for 30 years. Nonetheless I think the Little Cottonwood Canyon Gondola project is a very bad idea. The gondola will be an everlasting eyesore in the canyon, a great destruction to the natural beauty of the canyon, not just for skiers but also for hikers, climbers, cyclists, and all others who enjoy the canyon.</p> <p>Though buses are the "boring" solution, I think they remain the best solution to canyon congestion. I have taken the ski bus many times and found the experience</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>to be reasonable. If buses ran every 15 minutes, as they did during the pandemic, instead of every half hour, and bus service from downtown SLC to LCC were restored, we would be well on the way to addressing the problem. This may require increasing the fare a dollar or two or bumping the cost of the Ikon pass a few dollars but the ski community can easily bear this cost.</p> <p>Aesthetic reasons aside, I am concerned about the cost of the proposed tram. It is expensive as proposed and history has shown that cost overruns are common on "one-off" projects of this type. As a Utah taxpayer, I do not want to be stuck with an expense that should be borne by the skiing community.</p> <p>Regards, Matthew Kidd</p>	
47899	Kidder, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Kidder</p>	A32.3A; A32.3F
42708	kieffer, auburn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, auburn kieffer</p>	A32.3A; A32.3F
41275	Kieffer, Heidi	<p>The people of Utah do not want the gondola. We want more buses! I've rode the buses for my entire time here in Salt Lake and they are the only solution. Don't ruin our mountains.</p>	A32.29VV
42586	Kieffer, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Heidi Kieffer</p>	
51242	Kieffer, Violet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Violet Kieffer</p>	A32.3A; A32.3F
44190	Kieliszewski, Cecilia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cecilia Kieliszewski</p>	A32.3A; A32.3F
42978	Kientz, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Kientz</p>	A32.3A; A32.3F
39583	Kihm, Douglas	<p>I'm generally against the gondola unless they charged both the resorts and drivers to park and gondola riders to ride in order to pay back the cost to build and maintain it.</p> <p>The taxpayers should not have to pay for something that benefits a small number of people, especially out of towners.</p> <p>With somewhere around 1,000,000 skier days up Little Cottonwood at Alta and Snowbird, out of 5.3 million skier days per year at all Utah resorts, they could recoup around \$700 million of the \$690 million needed to build and maintain = \$550 million plus 7 X 20 = \$140 million = \$690 million in 20 years with a \$25 a day charge per skier for the ride and a \$10 per ski ticket \$35 x 1 million x 20 years = \$700M.</p> <p>A 1 day parking lot fee in Chicago is at least \$25.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		T "The estimated cost of the gondola is \$550 million plus another \$7 million a year in operating and maintenance costs. Nov 28, 2022"	
39945	Kilbourn, Patrick	The proposed gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A
46522	Kilburn, Gaelen	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Gaelen Kilburn	A32.3A; A32.3F
46524	Kilburn, Greta	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Greta Kilburn	A32.3A; A32.3F
40825	Kilcoyne, Maxwell	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Maxwell Kilcoyne	A32.3A; A32.3F
47269	Killary, Sydney	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Killary</p>	
49594	killian, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan killian</p>	A32.3A; A32.3F
53060	Killpack, Ariana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariana Killpack</p>	A32.3A; A32.3F
49604	Killpack, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Killpack</p>	A32.3A; A32.3F
49569	Killpack, Kasey	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassey Killpack</p>	
51877	kilpelainen, Leena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leena kilpelainen</p>	A32.3A; A32.3F
40423	kim, abraham	<p>if the gondola is created, do it from the purse of the ski resorts since their customers will be the ones who most benefit from it. I'm opposed to the gondola, a better solution would be to do a bus shuttle service like how zion national parks does it</p>	A32.29VV
41173	Kim, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Kim</p>	A32.3A; A32.3F
45434	Kim, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Kim</p>	
42073	Kim, Eugene	<p>Despite newly provided information, I would rather sit in traffic 80-86 minutes than have our canyon decimated to simply cater to two private resorts.</p> <p>Enhance the bus system and THEN:</p> <p>Provide toll discounts for individuals carpooling</p> <p>Encourage carpooling from local business' parking lots</p> <p>Accrue additional tax revenue from the sales tax generated from local business's receiving business from carpoolers</p> <p>Even the system as it is now should be able to benefit from these small change.s</p>	A32.29VV
47653	Kim, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Kim</p>	A32.3A; A32.3F
47385	Kim, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Kim</p>	A32.3A; A32.3F
51776	kim, karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, karina kim</p>	
45606	kim, mae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mae kim</p>	A32.3A; A32.3F
51886	Kim, Xio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xio Kim</p>	A32.3A; A32.3F
44374	kimball, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew kimball</p>	A32.3A; A32.3F
54216	Kimball, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bennett Kimball</p>	
43281	Kimball, Eli	<p>To whom it may concern,</p> <p>As a resident of Holladay City and a frequent visitor of our beautiful canyons I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Even IF the gondola reduces road traffic in the canyon (which let's be honest it won't) it will be too high a price to pay to shave 10-20 minutes off the commute. And with the proposed price per ticket to ride the gondola, chances are, only a select few will use it, rendering a 1.4 billion installation not only an eyesore but also useless to 90% of canyon goers. I, and many taxpayers around me condemn such use of our tax dollars. We all know that this gondola is not meant to improve the lives of local residents, but rather to attract more tourists to the state. (As if there aren't enough already)</p> <p>Regards, Eli Kimball</p>	A32.3A; A32.3F
51147	Kimball, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elijah Kimball</p>	A32.3A; A32.3F
43719	Kimball, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Kimball</p>	
55593	Kimball, Kady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kady Kimball</p>	A32.3A; A32.3F
42513	Kimball, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilly Kimball</p>	A32.3A; A32.3F
55599	Kimball, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Kimball</p>	A32.3A; A32.3F
50609	kimball, lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lucy kimball</p>	
45067	Kimball, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Kimball</p>	A32.3A; A32.3F
55009	Kimball, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Kimball</p>	A32.3A; A32.3F
46054	Kime, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Kime</p>	A32.3A; A32.3F
52600	Kincer, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Kincer</p>	
50497	king, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie king</p>	A32.3A; A32.3F
47694	King, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton King</p>	A32.3A; A32.3F
55672	King, Ayisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ayisha King	
47979	King, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Ski resorts should also be encouraged to implement a parking and resort queue or reservation system to control numbers at a manageable limit.</p> <p>Please consider the public's interests and provide statistical data along the way as you seek to solve the congested canyons.</p> <p>Regards, Ben King</p>	A32.3A; A32.3F
54375	King, Catalina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catalina King</p>	A32.3A; A32.3F
46395	King, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl King</p>	A32.3A; A32.3F
39420	King, Elizabeth	It's criminal to build a gondola that will not alleviate traffic but benefit a few corrupt developers and politico and bring in more people - not serve the current residents or preserve the wild canyon. It could only happen in a totally corrupt state.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39709	King, Elizabeth	The Gondola will harm not help our environment. WE need electric buses and a redesigned roadway. Wasatch has turned from a neighborhood into a freeway. NO GONDOLA - the people have spoken- please listen	A32.10G
50871	King, Elli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elli King</p>	A32.3A; A32.3F
51061	King, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily King</p>	A32.3A; A32.3F
41075	King, Evie	No gondola! Protect Little Cottonwood.	A32.29VV
54272	King, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter King</p>	A32.3A; A32.3F
39630	King, Jeremy	<p>The gondola option is not viable:-infrastructure too costly, high visual impact, service road too invasive, limited stops.</p> <p>Solution is high frequency bus service preferably with dedicated bus lane</p>	A32.29VV
47412	King, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzie King</p>	
39710	King, Kevan	NO GONDOLA - the people have spoken- please listen!!! This will not help traffic- it will just add more people to an already overburdened mountain.	A32.29VV
51730	King, Kristie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristie King</p>	A32.3A; A32.3F
43906	King, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area along with a plethora of other uses in the canyon.</p> <p>The gondola is solely for the use of making money for Snowbird and Alta ski areas during their ski seasons and therefore is not in the best interest of the majority of salt lake residents. Skiing is notoriously terrible for the environment and an industry that cuts a huge amount of people out if it's inclusion, purely through the high cost.</p> <p>The gondola is therefore directly or indirectly contributing to gentrification, racism, anti-about everyone except middle to upper class, white, abled, cis gendered, straight, and in general, male population which does not reflect the greater population of Salt Lake City.</p> <p>Maybe the resources being put towards a gondola would be better put towards the environmental catastrophe that is the air quality and great salt lake? You want to make a difference udot? Please put your efforts towards actual clean public transportation for the greater salt lake population.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret King</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56013	King, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela King</p>	A32.3A; A32.3F
53436	King, Nikki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nikki King</p>	A32.3A; A32.3F
48930	King, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker King</p>	A32.3A; A32.3F
46671	King, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker King</p>	
40959	King, Parker	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.	A32.3A; A32.3F
44200	King, Raquelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raquelle King</p>	A32.3A; A32.3F
48236	King, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha King</p>	A32.3A; A32.3F
52082	King, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott King</p>	A32.3A; A32.3F
44085	King, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer King</p>	
56025	King, Tysa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tysa King</p>	A32.3A; A32.3F
39441	King, William	<p>Building a gondola in Little Cottonwood Canyon with 8 new towers and other structures as well as new roads will negatively impact rare and endemic flora, fauna, birds and insects.</p> <p>Having a supplemental comment period for road -less areas is an unfair and unjustified division of the comment period. We call for an entire new EIS and comment period. Bill King, UNPS</p>	A32.29VV
48139	Kingsley, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Kingsley</p>	A32.3A; A32.3F
48444	Kingston, Xavier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>While currently living in North Caros, my wife and I have spent most of our lives in Utah and plan to move back at some point. We are strongly against the gondola project for the reasons stated above, and urge further research that can be a benefit to all and not just a very select few</p> <p>Regards, Xavier Kingston</p>	
49261	Kinnear, Devan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devan Kinnear</p>	A32.3A; A32.3F
41737	kinosian, cristina	<p>This project is not worth the severely negative environmental impact it would have. Our community does not support our tax dollars being used on an expensive project that would help few people and disturb the native plants and animals of Little Cottonwood Canyon.</p>	A32.29VV
42498	Kinosian, Sylvia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sylvia Kinosian</p>	A32.3A; A32.3F
41565	Kinosian, Sylvia	<p>I am very concerned about the additional reports about the proposed gondola in Little Cottonwood Canyon.</p> <p>The first report addresses the fact that the gondola would be built within three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine roadless areas). Road construction is typically prohibited in these areas to protect air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception. Part of what makes Salt Lake City such a great place to live, visit, and recreate are these wilderness areas. This incredible terrain should not be compromised by a large project such as the gondola. It would severely alter the ecosystem and visitor experience in Little Cottonwood Canyon, and ultimately the rest of the Wasatch. We would see tourism year-round suffer because of this, as well as the quality of recreation provided to residents.</p> <p>I also am concerned that in the second new report, in which all buses in the canyon are assumed to be diesel powered. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't UDOT also assess the impact of electric buses? We need to consider greener options for public transport. I think an improved bus system could be great for the Cottonwoods, but we need to look to the future to see what our best options really are for the long term.</p>	A32.3A; A32.3F; A32.10G; A32.3I
39702	Kinsey, Genevieve	<p>Having followed the reports, public meetings, and updates regarding the proposed gondola in LCC I remain OPPOSED. Who the gondola benefits is limited mainly to skiers and private ski resorts. The use for the gondola is limited mainly to winter needs related to avalanche control and winter road closures in the canyon. The impact to protected roadless wilderness areas would not merit the limited benefit. Hikers and those seeking recreation opportunities in lower parts of the canyon will still need to use the road. As a frequent skier in</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		LCC I have observed that other means of traffic control in winter (expanded bus service, ride sharing, enforcement of track toon laws, and parking reservations on weekends) have already improved travel in the canyon.	
50102	Kipnes, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Kipnes</p>	A32.3A; A32.3F
50672	KIRBY, DUSTIN	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, DUSTIN KIRBY</p>	A32.3A; A32.3F
48562	Kirby, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Kirby</p>	A32.3A; A32.3F
45504	Kircher, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Kircher</p>	
52099	Kirk, Anissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anissa Kirk</p>	A32.3A; A32.3F
54937	Kirk, Ashlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Kirk</p>	A32.3A; A32.3F
52980	Kirk, Serena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Serena Kirk</p>	A32.3A; A32.3F
49480	Kirkland, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Kirkland</p>	
52577	Kirkland, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Kirkland</p>	A32.3A; A32.3F
47799	Kirklin, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Kirklin</p>	A32.3A; A32.3F
51019	Kirklin, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Kirklin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54567	Kirkpatrick, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Kirkpatrick</p>	A32.3A; A32.3F
52557	Kirkpatrick, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Kirkpatrick</p>	A32.3A; A32.3F
43287	Kirschner, Kavee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kavee Kirschner</p>	A32.3A; A32.3F
41803	Kirschner, Lia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lia Kirschner</p>	
39230	Kirschner, Robert	Seems like the gondola option is the only reasonable one.	A32.29VV
40999	Kirschner, Robert	Seems like the gondola options are the most reasonable, especially Gondola B option.	A32.29VV
39505	Kirschner, Robert	Best option is Gondola B option.	A32.29VV
43170	Kirschner, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Kirschner</p>	A32.3A; A32.3F
43072	Kirwan, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Kirwan</p>	A32.3A; A32.3F
43867	Kirwan, Libby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As someone who is an avid skier, has worked at ski resorts and also does not enjoy being stuck in traffic I don't think this is the way to go. If these ski resorts think they need the gondola to attract more guests they should pay for it themselves and ensure the canyon will not be damaged. I really believe having the greatest snow on earth will continue to appeal to people from all over the world no matter the traffic.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Libby Kirwan</p>	
41236	Kiryau, Kiryl	<p>In my opinion Gondola B would be the best option</p>	A32.29VV
50627	Kiser, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Kiser</p>	A32.3A; A32.3F
49004	Kiser, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Kiser</p>	A32.3A; A32.3F
43202	Kishioka, Rimii	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rimii Kishioka</p>	A32.3A; A32.3F
39623	Kiss, Ken	<p>Please hold UDOT to the 20+ year old roadless rule designation. There may be a time for an exception, but to simply ignore such a designation exists, is inappropriate no matter any other claimed public good. The gondola is controversial at best. Turning a blind eye to the roadless rule act is wrong in any case, but even more inappropriate for such a controversial project.</p>	A32.29VV
54035	Kitchen, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Kitchen</p>	
46505	Kitchen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Kitchen</p>	A32.3A; A32.3F
51458	Kitchen, Kalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalie Kitchen</p>	A32.3A; A32.3F
43750	Kitchens, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Megan Kitchens	
53321	Kitterer, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Kitterer</p>	A32.3A; A32.3F
45635	Kitterer, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Kitterer</p>	A32.3A; A32.3F
50793	Kitterman, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Kitterman</p>	A32.3A; A32.3F
41265	Kitts, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Kitts</p>	
47190	Kitz, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Kitz</p>	A32.3A; A32.3F
51605	Kitzmilller, Mikaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikaela Kitzmilller</p>	A32.3A; A32.3F
40673	Kivelson, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Kivelson</p>	A32.3A; A32.3F
40984	Kizer, David	The gondola is not a viable solution for LCC. Expanding lanes and bus service is a much better option. NO GONDOLA!!!	A32.29VV
44054	Kizer, Katieri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kateri Kizer</p>	
44292	Kjar, Jace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jace Kjar</p>	A32.3A; A32.3F
55726	Kjellberg, Larkin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larkin Kjellberg</p>	A32.3A; A32.3F
55729	kjellberg, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Susan Kjellberg	
52684	Klable, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Klable</p>	A32.3A; A32.3F
40822	Klarberg, Jenna	No to the Gondola. This will cause irreparable harm to the environment. The construction will be disruptive. Views will be ruined. Traffic problems won't be solved.	A32.3F; A32.3I
48705	Klatt, Ken	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ken Klatt</p>	A32.3A; A32.3F
39762	Klatt, Ken	I do not want a gondola in Utah's roadless areas. Especially in wilderness areas	A32.3A; A32.3F
52526	Klebba, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Klebba</p>	A32.3A; A32.3F
44068	Kleber, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Kleber</p>	
56308	Kleege, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Kleege</p>	A32.3A; A32.3F
55317	kleeman, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe kleeman</p>	A32.3A; A32.3F
49990	Klein, Adriene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adriene Klein</p>	A32.3A; A32.3F
42982	Klein, Aidan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Klein</p>	
41816	Klein, Allegra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allegra Klein</p>	A32.3A; A32.3F
45101	Klein, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Klein</p>	A32.3A; A32.3F
49431	Klein, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kelly Klein	
41779	klein, randi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, randi klein</p>	A32.3A; A32.3F
43931	Klein, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Klein</p>	A32.3A; A32.3F
45132	Kleinberg, Margot	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margot Kleinberg</p>	A32.3A; A32.3F
56185	Kleinman, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Kleinman</p>	
41686	Kleinschmit, Kristi	<p>Please do not ruin Little Cottonwood Canyon by installing a gondola. There are always complications for such big projects, and I don't believe that the construction to build these towers will have low impact to wildlife and watershed.</p> <p>Additionally, the fact that this gondola is just serving a ski resort, yet will forever ruin the views and landscape in that Canyon is unacceptable. Finally, I am frustrated that UDOT really does not seem to be taking comments seriously, as they have been majority against this gondola in our wilderness area and yet UDOT proceeds to plan a gondola. UDOT does not own that canyon. The wilderness is not theirs to destroy.</p>	A32.29VV
53866	Kleissler, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Kleissler</p>	A32.3A; A32.3F
54910	Klekas, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Klekas</p>	A32.3A; A32.3F
54904	Klekas, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Catherine Klekas</p>	
50821	Klekas, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Klekas</p>	A32.3A; A32.3F
43779	Klemz, Jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaime Klemz</p>	A32.3A; A32.3F
42355	klepper, scott	<p>I stand with the City of Cottonwood Heights in being strongly against the gondola project and its 22 towers, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" is to infer that the area be kept natural. Towers for the purpose of transportation should fall within the category of a "road facility". I'd like to see UDOT's screening which measures polluting effect be based on non-diesel (electric or natural gas) buses, which is the transit of the future, when comparing the gondola to bus service. Right now UDOT FEIS is based on metrics utilizing diesel-only/14-year-old buses. By the time the gondola would be built, closer to 2050, with all the federal incentives for non-polluting transit, electric buses will be even more technologically advanced than they are now. Proterra bus manufacturer has proved electric bus worthiness for steep canyon highways in recent years. Further, UDOT's entire plan was based on an extremely light 1.89 passengers per vehicle, thereby skewing any conclusions it's drawn. If neither Alta nor Snowbird allows single skiers/boarders to take an entire chair built for 4 passengers, then why should UDOT allow single passenger vehicles up LCC on busy winter ski weekends? If it's good for the resort to maximize "chair occupancy" then it should be good for UDOT to do the same with "LCC per vehicle occupancy". Less than 2 people per vehicle is an embarrassment to a state that prides itself on tourism and the outdoors. Improving vehicle occupancy to 3.8 passengers per vehicle would halve the traffic in LCC. How can UDOT be so myopic to basic simple solutions? And offer up taxpayer dollars for what's clearly corporate welfare to 2 private for-profit corporations to the tune of \$500 million (which by now is at least a 4-5 year old quote, meaning the real cost of the Gondola project is in excess of \$1.25 billion). How about the state give me the savings between \$1.25 billion and what any reasonable person could do with a few extra buses during the winter and vehicle occupancy at or above 4 passengers per vehicle. Of all the ridiculous things that Utah leadership pushes on its citizenry the gondola project is one of the most absurd and craziest "solutions" imaginable.</p>	A32.3A; A32.3F; A32.3G
51659	Klien, Angelika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelika Klien</p>	
48725	Kliger, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Kliger</p>	A32.3A; A32.3F
56149	klimberg, julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, julie klimberg</p>	A32.3A; A32.3F
43261	klingee, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke klingee</p>	A32.3A; A32.3F
42554	klingensmith, hanna	<p>To whom it may concern,</p> <p>Before you read the rest of this generic email, I want to say this:</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Whoever is reading this is probably not of our society's "youth" population. You will not have to face the effects of these new railroads and roadways and gondolas and such. Sure, you'll pay the taxes to fund it, but the longer-term effects in 10, 20, 30 years are not going to be your problem. They'll be ours. Mine.</p> <p>I'm sure you've already thought twice, but I ask you think once again about allowing this gondola to be built. Did you try all other practical solutions? If this is the only solution, is it really worth it? Or (excuse the language) can people just suck it up and deal with some traffic?</p> <p>Please reconsider.</p> <p>Now, without further ado, the generic email:</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hanna klingensmith</p>	
48316	Klingensmith, Margaux	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaux Klingensmith</p>	A32.3A; A32.3F
43590	Klinger, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Bryce Klinger</p>	
42827	Klinger, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Klinger</p>	A32.3A; A32.3F
43410	klinger, kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kate klinger</p>	A32.3A; A32.3F
41513	Kliss, Anja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anja Kliss</p>	A32.3A; A32.3F
45570	Klobuchar, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Klobuchar</p>	
41958	Klocker, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Klocker</p>	A32.3A; A32.3F
53816	kloehn, Mikaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikaela kloehn</p>	A32.3A; A32.3F
47542	Klonsky, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Klonsky</p>	A32.3A; A32.3F
49850	Klonsky, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Klonsky</p>	
46941	Klooster, Conrad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conrad Klooster</p>	A32.3A; A32.3F
40472	Klosterman, Connor	<p>The roadless rule wasn't meant to purely stop roads, it was meant to stop the impact a road would have on an area. The gondola (and construction of said gondola) will impact the canyon in ways the roadless rule was meant to prevent. The gondola is not the solution you are looking for to the traffic problems.</p>	A32.3A; A32.3F
43633	Klug, Juliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliana Klug</p>	A32.3A; A32.3F
39510	Klug, Teri	<p>I like the La Caille landing option. The ability to load and unload the canyon via gondola will serve this community for years without the impact buses and cars have on the canyon.</p>	A32.29VV
41480	Klumb, Natascha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Natascha Klumb	
39740	knaack, dennis	save our public lands from unwanted invasions of all sorts	A32.29VV
40760	Knaak, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Knaa</p>	A32.3A; A32.3F
56328	Knakkegaard, Kinsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinsey Knakkegaard</p>	A32.3A; A32.3F
48779	Knakkegaard, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Knakkegaard</p>	A32.3A; A32.3F
46154	Knaperek, Kayla	<p>To whom it may concern,</p> <p>Hey! My name is Kayla and I grew up in Holladay. I love the Little Cottonwood Canyon and am anxious about the gondola. I don't see that it will benefit everyone, only patrons of the 2 ski resorts. I didn't go up to the canyon to ski much, I went up for the climbing, hiking, and beautiful scenery that helped me</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>to forget about my troubles at home. Please reconsider and keep our beautiful canyon preserved!!</p> <p>See:</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few.</p> <p>ESPECIALLY this: Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Knaperek</p>	
42522	Knapp, Alcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alcy Knapp</p>	A32.3A; A32.3F
44071	Knapp, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Knapp</p>	A32.3A; A32.3F
45591	Knapp, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Knapp</p>	
53349	Knaub, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Knaub</p>	A32.3A; A32.3F
53292	Knaub, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Knaub</p>	A32.3A; A32.3F
42412	Kneller, Pauline	<p>The construction of the Little Cottonwood Canyon gondola poses many environmental and transportation hazards, as well as not being a good solution to tackle the traffic problem in BOTH Cottonwood Canyons. The gondola towers built will affect roadless areas and the construction of the gondola would violate the Roadless Rule. Please switch your focus to buses and electric buses to more affordably move people up and down the canyon, as well as from the valley to the mouth of the canyon. Public buses will address the huge need for a transportation solution in the Cottonwoods while serving the Utah taxpayers by providing them with a service that they desperately need, while also not causing significant ecological damage. Please consider this request and the thousands of others to preserve the cottonwood canyons while still helping improve access to one of the most beautiful and magical places in our state. Thank you.</p>	A32.3A; A32.3F
55755	Knickerbocker, Knick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Knick Knickerbocker</p>	
40337	Knight, Chip	<p>LCC is one of the most beautiful places in the world. It needs to be protected for posterity and the benefit of future generations. The Ikon pass traffic of recent years must be curtailed, first and foremost, for the public interest. Adopting a transportation solution, at a public cost, for the benefit of the resorts at the top of the canyon would be woefully misguided public policy. Second, a bussing solution should be enacted that avoids visually damaging the natural beauty of the canyon.</p>	A32.29VV
55922	Knight, Colby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colby Knight</p>	A32.3A; A32.3F
51280	Knight, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Knight</p>	A32.3A; A32.3F
41787	knight, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie knight</p>	A32.3A; A32.3F
55748	Knight, James	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Knight</p>	
52912	knight, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine knight</p>	A32.3A; A32.3F
46835	Knight, KatieMac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KatieMac Knight</p>	A32.3A; A32.3F
55670	Knight, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Savannah Knight	
44533	Knipscheer, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Knipscheer</p>	A32.3A; A32.3F
55746	Knollinger, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Knollinger</p>	A32.3A; A32.3F
41001	knorr, oriah	Don't build the gondola!	A32.29VV
50491	Knott, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Knott</p>	A32.3A; A32.3F
47961	knowles, kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kyle knowles</p>	
41888	Knowles, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Knowles</p>	A32.3A; A32.3F
45120	Knowlton, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Knowlton</p>	A32.3A; A32.3F
48818	Knudsen, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Knudsen</p>	A32.3A; A32.3F
52872	Knudsen, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Knudsen</p>	
56265	Knudsen, Clare	<p>To whom it may concern,</p> <p>I lived in Salt Lake City in 2018. It is unrivaled in the beauty and blessing of being so close to such gorgeous mountains as the Wasatch. I firmly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten the critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Plenty of national parks utilize bus services to manage the number of visitors. It works splendidly. Please do right by the WHOLE SLC community, and do not serve only the few while facilitating the destruction of the canyon's natural peace and beauty!</p> <p>Regards, Clare Knudsen</p>	A32.3A; A32.3F
41300	Knudsen, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Knudsen</p>	A32.3A; A32.3F
51735	Knudson, Elle-Rose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle-Rose Knudson</p>	
47886	Knudson, Lilli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilli Knudson</p>	A32.3A; A32.3F
41436	Knuttgen, Jada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jada Knuttgen</p>	A32.3A; A32.3F
50921	Ko, Kait	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kait Ko</p>	A32.3A; A32.3F
39533	Ko, Yong-Chu	Yes to the gondola, I think it will be a great addition for the future.	A32.29VV
48638	Kobak, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Kobak</p>	
50626	Kobe, Adelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adelyn Kobe</p>	A32.3A; A32.3F
47494	Koblensky, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Koblensky</p>	A32.3A; A32.3F
46360	Koch, Karley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karley Koch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51292	Koch, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Koch</p>	A32.3A; A32.3F
39783	Koch, Nicholas	<p>Dear UDOT,</p> <p>Please fully consider the impact of the gondola construction to the Lone peak, White pine, Twin peaks Roadless areas. Failing to interpret the massive scale of construction that the gondola would impose on these areas is a narrow and pedantic interpretation of the Roadless Rule that administers these IRAs.</p> <p>Given that the consequences of building the gondola could affect thousands who depend on the watershed, a thoughtful and conservative approach is warranted in examining the impact of the current plan.</p> <p>Best, Nicholas Koch</p>	A32.3A; A32.3F
43732	koch, nina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nina koch</p>	A32.3A; A32.3F
42051	Kochaver, Lauren	I do NOT support the gondola. It is not a good use of our resources. It is not an effective solution for decongestion of the canyon, and will destroy much of the natural landscape in the canyon.	A32.29VV
42999	Kochaver, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lauren Kochaver	
55087	Kocher, Aja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aja Kocher</p>	A32.3A; A32.3F
51146	Kocherhans, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Kocherhans</p>	A32.3A; A32.3F
47684	Kocherhans, Mira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mira Kocherhans</p>	A32.3A; A32.3F
40748	Koczij, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Koczij</p>	
41655	Kody Dippo Fox Chair and Executive Director of FOA, Cassie	<p>To: Utah Department of Transportation Team Reviewing Little Cottonwood Canyon EIS</p> <p>From Cassie Dippo, Chair of Friends of Alta, KoRe:dy Fox, Executive Director of Friends of Alta.</p> <p>Re: UDOT has requested for a third time additional comments on the Little Cottonwood Canyon EIS (EIS). Specifically, UDOT is requesting specific comments as to the Roadless Area Conservation Rule (RACR) and at the direction of the Federal Highway Administration (FHA), a more complete analysis of air pollution and quality under the proposed EIS project.</p> <p>Date: April 17, 2023</p> <p>Not wanting to overburden the UDOT review process this letter from Friends of Alta (FOA) will focus only on the request from the FHA. For the record a similar organization to FOA, namely Save Our Canyons (SOC), will be filing a very complete analysis of the significant deficiencies by UDOT's EIS In regards to the RACR. FOA supports and concurs with the observations regarding the deficiencies of the UDOT,s EIS. Put another way, unless the deficiencies outlined by SOC are corrected before the Record Of Decision (ROD) is made there is a significant and actionable deficiency in the UDOT's EIS that will result in costly, timely and unnecessary litigation to correct the deficiencies of UDOT's EIS.</p> <p>UDOT'sEIS</p> <p>In regard to the FHA's request for more complete analysis of air pollution, FOA makes the following comments and observations:</p> <ol style="list-style-type: none"> 1. Salt Lake County and its land mass area is already under an EPA dictate to reduce its significant air pollution. Recognizing that this air pollution problem is created by several factors, for instance the Great Salt Lake is at its lowest elevation since records have been kept. This has created the potential for significant dust and toxic mineral air pollution. Deadly particles enhanced by the prevailing northwest winds, blowing into a relatively enclosed valley poses significant health risks to its 1.5 million residents. Salt Lake County has one of the highest incidents of airborne pollution illnesses in the country. Whether it is asthma or other breathing complications from the air pollution, it is not an acceptable policy decision to create additional air pollution, either with increased out of state visitation, or pollution from the coal fired electrical generators located and polluting throughout the State of Utah, the same generators which would be necessary to operate the proposed Gondola. 2. The most significant deficiency of UDOT's EIS is the use of only hydrocarbon fuels in evaluating the pollution generated by hydrocarbon fueled buses. Up until March 2022, UDOT categorically stated that electric buses could not ascend Utah Highway 210 up Little Cottonwood Canyon in a reliable manner. It was only after FOA and the Students for the Wasatch arranged for a ProTerra electrical bus to make the journey from the State Capitol via Utah Highway 210 to the end of the road, with passengers fully loaded in the electrical bus, that UDOT and the Utah Transportation Agency (UTA) acknowledged that an electrical bus could reliably ascend Highway 210. Yet, despite this, in their answer to the FHA inquiry, UDOT did not include an analysis of the pollution, or the absence thereof, by the use of electrical buses. This relevant and important comparison of electrical buses to buses fueled by hydrocarbon gives an inadequate and incomplete analysis. It is imperative that UDOT return to answering FHA's inquiry by providing a more complete and in depth analysis. 3. The Little Cottonwood Canyon drainage supplies more than 17% of the potable water for Salt Lake City and surrounding municipalities. FOA was created in 1981 with a not-for-profit mission to protect the history and environs of Alta and Little Cottonwood Canyon In the ensuing 43 years FOA has been involved in six different litigation matters, where developers or proponents of development were attempting to make Alta and its environs more developed and akin to Park City. FOA through considerable expense and time FOA, and its supporters, has been successful in five of the litigation matters. The one remaining one is, hopefully, in the process of settling with the environs of Alta and the Little Cottonwood Canyon drainage would not be irreparably impaired or harmed. Friends of Alta and its supporters are concerned that Alta and the Little Cottonwood's drainage could be irreparably harmed or impaired, not only by the construction of the Gondola, but by the huge increase in visitors that would result. Both the quality and quantity of potable water to Salt Lake Valley could be compromised in this backdoor attempt by gondola supporters to make Alta and its environs more developed and akin to another Park City. Should the proponents of the \$1.4 billion gondola succeed, the additional visitation rate of more than possibly 6000 visitors in a single day via the gondola would significantly impair both the quality and quantity of potable water to Salt Lake Valley. For a state agency, such as UDOT, working under delegated authority from the FHA, it is irresponsible and potentially illegal for UDOT to proceed on the EIS, without significant revisions and start overs in certain critical areas of needed EIS analysis. In too many ways, UDOT's process and attitude are similar to the problems with the Legacy Highway, which because of litigation UDOT to restart their original EIS process. One would hope that UDOT would learn from its past mistakes and restart the EIS process for Little Cottonwood Canyon. 4. Any project using federal taxpayer dollars must comply with both statutory and regulatory requirements. One such legal requirement is to do a thorough, in depth and complete analysis of any species, flora or fauna, that are protected. Under the Bald Eagle and Golden Eagle Protection Act. One such species, the Golden Eagle has been ignored. UDOT is purportedly relying on a letter from the U.S. Forest Service, stating categorically that there are no statutorily protected species in Little Cottonwood Canyon. In fact, a number of Golden Eagle nests have been located in the area purported to be or have been analyzed by the EIS, these nests significantly are located on the North side of Little Cottonwood Canyon, exactly parallel to the proposed 8 1/2 mile gondola. It is imperative that UDOT does further analysis of the potential impact on these particular birds and the significant protected flora 	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>located in and around the EIS area. Further, the needed additional analysis must be reviewed by a qualified biologist or expert independent of UDOT. Seeing Golden Eagles soaring in the airways above Little Cottonwood Canyon refutes UDOT's reliance on the Forest Service letter. UDOT must undertake a more complete analysis of the gondola project, as proposed, impact on federally unprotected flora and fauna species in and around the area subject to review under the UDOT Little Cottonwood Canyon EIS.</p> <p>FOA has been involved for 43 years in protecting Alta, its environs, it's watershed and the importance of Little Cottonwood Canyon. We respectfully ask that you take our concerns seriously and make revisions to the Little Cottonwood Canyon EIS.</p>	
46559	Koehler, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Koehler</p>	A32.3A; A32.3F
50684	Koel, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Koel</p>	A32.3A; A32.3F
40007	Koelbel, Maddy	I do not want a gondola in Utah's roadless areas.	A32.3G
43921	Koeller, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Koeller</p>	A32.3A; A32.3F
53253	Koelliker, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Koelliker</p>	
51020	KOELLING, ELISABETH	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ELISABETH KOELLING</p>	A32.3A; A32.3F
53968	Koenig, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Koenig</p>	A32.3A; A32.3F
55519	Koenig, Bridger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Regards, Bridger Koenig</p>	A32.3A; A32.3F
54323	koerber, Kevin	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin koerber</p>	
40379	Koester, Christopher	<p>I have been going up Little Cottonwood Canyon for the past 50 years, since my family moved into a home by the mouth of LCC. I have been recreating in the canyon for most of my life. I hike in the canyons at least once a week, every week, all year round. Installing the Gondola will do nothing to provide transportation for anyone recreating in the canyon, except skiers You are going to destroy all that is LCC simply because the owners of Snowbird and Alta believe it will benefit their corporations. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. The construction of towers in the canyon will cause irrefutable damage to the canyon ecosystem. There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Please do not permanently scar Little Cottonwood Canyon. Once you do, there is no going back.</p>	A32.3A; A32.3F; A32.3I
55711	Koffman, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Koffman</p>	A32.3A; A32.3F
40245	Kofford, Kristina	<p>I am against the Gondola. the only way I would support this is if it was privately funded. I do not want any of my tax money going to support private business.</p> <p>Why is there no road toll fee, like what they do in Millcreek canyon? Was this not discussed as an option?</p> <p>Public busses I support because this gives an equal opportunity for all parties to utilize the canyon. This is a waste of taxpayer dollars and only a gain for the private sector.</p>	A32.29VV
39656	Kofford, Linda	<p>The Little Cottonwood Canyon should remain as is, without construction roads that would be required for road expansion or gondola construction. The impact of buses using natural gas or electric would negate the early Environmental Study that looked at diesel vehicles.</p>	A32.3H; A32.10G
42759	Kofoed, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cassidy Kofoed</p>	
45390	Koga, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Koga</p>	A32.3A; A32.3F
46571	Kohler, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Kohler</p>	A32.3A; A32.3F
47676	kohler, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke kohler</p>	A32.3A; A32.3F
46229	Kohler, Madisyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madisyn Kohler</p>	
45457	Kohutek, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Kohutek</p>	A32.3A; A32.3F
47228	Koken, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Koken</p>	A32.3A; A32.3F
47199	Koken, Eryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eryn Koken</p>	A32.3A; A32.3F
40444	Kokeny, Gregory	<p>The few days that the gondola MAY be advantageous is not worth the hideous machinery that we will be forced to look at the other 350 other days during the year., Not to mention the base facilities and parking lot structures that will be part of our Wasatch front neighborhoods. In a recent ksl article it talked about a man who had a heart attack during interlodge who had to be brought down by helicopter. A gondola ride of 45 minutes is not going to save this man's life what another ridiculous argument! What are they going to find staffing to come in open up the gondola at 1:00 in the morning if someone's having a medical emergency? The lies just don't stop. Most the time winners road hazards the ski resorts aren't 100% open anyhow one or two chair lifts are not enough to spread skewers out. What kind of experience would that be? Why not just have tourists go to Park City on canyon closure days? They'll</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		just be a big line trying to park and board the gondola. This only benefits the ski resort businesses with Little cottonwood canyon is public lands and should be accessible for everybody not to be monopolized by two resorts. There are many other proven ways to improve traffic conditions on these certain days that haven't been given a full-fledged chance.	
47133	Kolb, Ivy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ivy Kolb</p>	A32.3A; A32.3F
44911	Koldewyn, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cade Koldewyn</p>	A32.3A; A32.3F
54775	Kolesnikov, Igor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Igor Kolesnikov</p>	A32.3A; A32.3F
44078	Kolka, Conor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conor Kolka</p>	
43850	Koller, Patty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patty Koller</p>	A32.3A; A32.3F
54969	Kolomaya, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Kolomaya</p>	A32.3A; A32.3F
54307	Komar, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Komar</p>	A32.3A; A32.3F
52474	Komba, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Komba</p>	
39454	Komeyli, Barbara	The Roadless Rule boundaries MUST be upheld. Do not ignore this!	A32.29VV
41697	Komlos, Lori	As a Snowbird skier, I support the least impact to the road environment. Using Electric buses would be the least polluting to the air quality and get skiers to the resorts efficiently. Tolling should be implemented and eliminate single person drivers and encourage carpooling as an alternative. Offer Express busses to the resorts and other buses to stop at other stops for hikers, climbers and sightseers. These methods are implemented at other resorts so it works!! Building a gondola would violate the Roadless Act and damage the natural environment. I will take my turn to recreate to preserve this beautiful canyon. Thank you for your consideration!	A32.3A
42234	Komlos, Tim	Please do not build the proposed gondola system. It would impact the RACR to a far greater extent than the proposed improvements for snow shed and dedicated bus lanes.	A32.3A; A32.3F
55141	kommedahl, Anne-marthe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne-marthe kommedahl</p>	A32.3A; A32.3F
52863	Konecki, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Konecki</p>	A32.3A; A32.3F
53378	Konitzer, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Konitzer</p>	
49202	Koniuch, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Koniuch</p>	A32.3A; A32.3F
53842	Konkoly, Akos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Akos Konkoly</p>	A32.3A; A32.3F
47830	Konrath, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Konrath</p>	A32.3A; A32.3F
47722	Konugres, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Konugres</p>	
41754	Konzel, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Konzel</p>	A32.3A; A32.3F
46302	Koontz, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Koontz</p>	A32.3A; A32.3F
46040	Kopasz, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Kopasz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45521	Kopell, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Kopell</p>	A32.3A; A32.3F
41378	Kopke, Jodi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jodi Kopke</p>	A32.3A; A32.3F
53293	Koptik, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Koptik</p>	A32.3A; A32.3F
43671	Korb, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Korb</p>	
43599	Korfine, Anya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anya Korfine</p>	A32.3A; A32.3F
42755	Korkonosova, Violet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Violet Korkonosova</p>	A32.3A; A32.3F
40954	Korner, Hannah	<p>I do not support this gondola proposal. It will not help clear traffic. Do not put this in little Cottonwood canyon. The construction will only help those who are rich and the private resorts. This will keep Utah away from Utahns.</p> <p>Thank you.</p>	A32.29VV
46354	Korten, Momme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Momme Korten</p>	A32.3A; A32.3F
53539	Korterink, Lianne	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lianne Korterink</p>	
42619	Kortum, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Kortum</p>	A32.3A; A32.3F
47614	Kortze, Denny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Denny Kortze</p>	A32.3A; A32.3F
45238	Kose, Leyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Leyla Kose</p>	
51752	Koser, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Koser</p>	A32.3A; A32.3F
48244	Kossin, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Kossin</p>	A32.3A; A32.3F
54406	Kostoff, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Kostoff</p>	A32.3A; A32.3F
43394	koszinowski, emmi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emmi koszinowski</p>	
47014	Koszinowski, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Koszinowski</p>	A32.3A; A32.3F
55223	Kotlyar, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Kotlyar</p>	A32.3A; A32.3F
44952	kotova, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth kotova</p>	A32.3A; A32.3F
55383	Kotter, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Kotter</p>	
53733	Kotter, Kay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kay Kotter</p>	A32.3A; A32.3F
48797	Kottowski, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Kottowski</p>	A32.3A; A32.3F
45836	Koumarios, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Koumarios</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42334	Kovach, Daniel	I stand in firm opposition to the Gondola alternative. I have written comments before, but will now focus on the technology to be employed in the 2 current alternatives. Although the busing alternative needs to be improved (many more electric buses up both canyons, to drive more people into public transportation and out of cars), at least electric buses have shown through demonstrations to be a more technology-ready option for LCC. The gondola, if built, would be at least 2x the length of the current world record holding gondola. Where in the EIS plan is the technology development plan to ensure that a gondola of such length could even be built on schedule and budget? There is far too much financial/schedule/technology risk in the gondola option, and our beautiful canyon should NOT be a guinea pig for such a risky idea.	A32.10G
40976	Kovach, Leslie	As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.	A32.29VV
47326	Kovacsovics, Ines	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ines Kovacsovics	A32.3A; A32.3F
46264	Kovarik, Karel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karel Kovarik	A32.3A; A32.3F
51380	Kovarik, Nathan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nathan Kovarik	A32.3A; A32.3F
44713	Kovtun, Sienna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sienna Kovtun</p>	
46762	Kowalski, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Kowalski</p>	A32.3A; A32.3F
39784	Kozisek, Chelsea	No gondola in LCC!	A32.29VV
40365	Kraan, Eric	<ol style="list-style-type: none"> 1. Inventoried Roadless Areas act as buffers for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within Roadless Areas. 2. The community values the qualities of clean water, diverse wildlife, breathtaking views, and endless recreation opportunities that Little Cottonwood Canyon offers. The gondola would directly violate the Roadless Rule and negatively impact these very qualities that the community cherishes. 3. UDOT must expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. 4. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. 5. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored when we are building into Roadless Areas? 6. As a member of our community, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. 7. The construction of towers in the canyon will cause irrefutable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Research shows that wire rope systems are not infallible and there will come a time when evacuation will be required. 	A32.3A; A32.10G; A32.3H
42189	Kraan, Kimberly	UDOT, what can we say that has not already been said in your failure to ignore public opposition, and your agencies obligation to serve the greater public good, with your proposed EIS gondola solution?! Public is through with your antics and wasting substantial amounts of public funds on this matter. Your inaction to respond responsibly to public in this matter speaks volumes of your willingness to abuse public funding for private interest and developer pet projects.	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Let's get right back to the basics of what, or whom, set your EIS into motion: To reiterate, and set facts straight, nothing in your EIS proposal/solution will reduce traffic in the LLC canyon road (SR210), per your own presented disclosures under Federal title 23, you cannot: limit traffic, nor close the canyon road, except in event of avalanche control, incident, or inclement weather. Your EIS statement, per your written presentation serves to "increase capacity" in the LLC canyon. So, your entire EIS proposal, and more specifically the gondola solution, is merely a smokescreen to appease the whims of private interest and developers pushing to construct a gondola in LLC, and more to the point, using public funding to do so for their private profit. Let's review the players, and who really benefits from the construction of a gondola: Wayne Neiderhauser(former state senator who helped set in pace the legislative process and framework for the EIS project), his sidekick Chris Mccandless(former Sandy city council member, Neiderhauser's development partner). Both developers stand to directly benefit and profit from a gondola station located at their proposed commercial development on the former LaCalli property, and the ski resorts, Snowbird & Alta resorts (both will benefit by the increased patronage, but something needed to be set in place fore the gondola was a sure bet). Recalling, the wife of Snowbird's current CEO, Melissa Fields taking one for the team, in conveniently taking a seat on Cottonwood Heights Parks & Recs committee, then pushing aggressively to get 11 acres necessary to run the gondola over the SR210 road rezoned from it's residential zoning status, otherwise this project would have been dead in the water. Snowbird also now owns the property where the gondola will be based, under a fictitious LLC. The resorts would not have purchased the land from developers had it not been a sure things. Fields solicited public for donations under the veil of 'saving this 11 acre parcel as preserved open space', and got the city of Cottonwood Heights indebted for the larger remainder of the balance necessary to purchase the land. (*this parcel was a key part of the planned commercial development, and got on the radar when developers recognized a gondola was not going to be permitted under R zoning parcel to run over top of residential property across the state road). UDOT, in less than a week from the land purchase by city of Cottonwood Heights, rolled out a cog rail station design on this very parcel, then when called out on it, you back paddled demanding you had no clue of the properties status now designated as open space, despite the fact that UDOT has had this area under its microscope for years into this EIS process. Other fringe private party interests in the gondola will undoubtedly realize fiscal benefit. And, of course back to you, UDOT. UDOT's agency will see huge monetary benefit, based on the bloated EIS costs projections – this project is nothing more than a secured big ole paycheck to UDOT - your role and actions here are unconscionable. Those are the ONLY benefactors of UDOT's entire EIS proposals. The public will not benefit, the public will have to pay to ride the gondola. The public will have to pay for its maintenance and upkeep into perpetuity. Again, the gondola serves no other purpose than to exploit use of public funds for private interest. The gondola is nothing more than a Disney caliber novelty ride, which upon riding once folks will quickly learn it's easier just drive their cars up the canyon road, and forgo the cumbersome, time consuming logistical nightmare necessary just to get aboard it, let alone add to this the compounded logistics of those traveling with young children, families, luggage, and/or ski gear in tow.</p> <p>Let's review safety concerns brought to UDOT by public, still unanswered: The gondola will NOT run during avalanche control, inclement or severe weather, high winds, ice storms, power outages, and it certainly not operate when inter-lodge is in effect at the resorts, something UDOT has down-played in this process. UDOT has failed in its years of shoving this proposal into publics face to address any of these realistic safety concerns herein; no data, no studies, other than their own self-governing, scripted narrative that somehow reaches acclaimed factual status without any independent review whatsoever. That is the inherent problem in a state that provides too much authority to any singular agency, the result is no accountability. Moving on, and adding to those natural, or other unexpected induced conditions that would pre-empt a gondolas operations, UDOT has failed to address public safety issues that present from more of a human nature, example: those who hot-box a cab with cannabis with others/children aboard in the same cab, or drunks who inadvertently crash thru a cab window and fall to the ground(yes, that has happened), or the couple who chose to publically sex it up, or those traveling with covid, or other illness, knowingly or not, spreading it to others, or other verbal/physical altercations that may occur within that +37 minute ride? UDOT, what's your policy on riding the gondola with a gun or weapon, or drugs, or alcohol? Crickets. UDOT, have you even noticed under riding currents in our society, public is pretty unhinged lately, skiers and tourists are no exception. Udot, how are you addressing these realistic human-triggered public safety concerns? You haven't because your agency builds roads, and this level of public safety concern, and public security risks, are well outside your spectrum of duties as Department of Transportation; it's well outside your agencies ability, or capacity, to even consider these public safety concerns, so therefore it has not been included within your EIS. So, who is responsible for public safety and security risks assessments? I have yet to see Utah's Department of Public Safety come to the table to discuss any of these human-triggered, or security risks issues, either. It's all out of sight out of mind, as UDOT, your agency and the gondola proponents' advocate aggressively for a cheery & safe "disney' experience. But, the reality can be otherwise, and you've failed to acknowledge that aspect of public's safety when boarding for a ride. If the intention with constructing a gondola is for Snowbird to contend as an Olympic venue, then how will you create policy that mitigates risks factors to public when some deranged fanatic decides to hijack a cab for political purpose during such a high profile event? Airlines face these, and a slew of other public safety issues, and have created strict polices accordingly when boarding their planes. Train rail, Ferries, and Busses have similar rider policies. UDOT, you, on the other hand, have not once addressed, or presented any inkling of consideration to such public safety policies or security risk management, in all your years of efforts to shove this gondola project forward; Rather you have demonstrated total disregard to public safety on this aspect, because money in pocket over public good IS your policy.</p> <p>To recap, as to whom will benefit from construction of a gondola, the greater public WILL NOT BENEFIT from a gondola constructed within LCC. As others have become WOKE to your EIS BS, UDOT, I too will demand your agency by meticulously audited for what appears corruptive cronyism relationships, and for your actions in steering this entire EIS process to meet developers private interest objectives. You have more to answer to than not, UDOT.</p> <p>My city, Cottonwood Heights, has hereby taken a stance in opposition to construction of a gondola, and I stand with them, echoing their sediment as follows,</p> <p>"City of Cottonwood Heights stands firmly against the 22 towers of the gondola project, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" is to infer that the area be kept natural, towers for the purpose of transportation should fall within the category of a "road facility".</p> <p>As a community resident, who will be effected by this project, we wish to see UDOT's screening which measures polluting affect be based on non-diesel (electric or natural gas) buses, which is the transit of the future, when comparing the gondola to bus service. Right now UDOT FEIS is based on metrics utilizing diesel-only/14 year old buses. By the time the gondola would be built, closer to 2050, with all the federal incentives for non-polluting transit, electric buses will be even more technologically advanced than they are now. Proterra bus manufacturer has proved electric bus worthiness for steep canyon highways in recent years."</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>UDOT, we've all grown tired of your self-assessments in this EIS process. You're obvious willingness to provide independent developers an avenue to exploit public funds is shameful at best, but more suspect as criminal, and abuse of public tax dollars for private profit gains.</p> <p>You are legally bound to creating NO ROADS in the environmentally sensitive areas accessing the tower locations your inept engineers selected, and that failure is on your agency, you obviously failed to recognize this requirement before blindly adopting private developers gondola construction whims as you EIS mainstay. Now, I suspect, your musings will have you attempting to circumvent, or write-in exemptions from these very requirements.</p> <p>Let's continue,</p> <p>Above all, let get back to facts, fact you present to public. Your agency insistently touts the gondola will reduce emissions, yet your agency has failed to provide logical, statistical data, nor have you produced any other realistic studies supporting such claims. Fact, adding 5 more lanes to current 2 lanes of Wasatch/SR210, and construction of a mega-2500-vehicle parking structure will induce demand of vehicles in the area, thereby INCREASING auto emissions, and resulting pollution. You're creating more traffic problems than your gondola will ever solve. To make matters worse, you have intentionally diluted the data with false claim stating a gondola will "reduced emissions" within LCC. You do so by measuring emissions against the increased canyon capacity, using total persons traveling into/out of LCC combing the numbers of gondola riders + vehicles to present a lowered ratio. Your logic is deliberately flawed to sell the gondola as a sustainable solution. Isolated, and presented as an alternative replacement transportation module for other emissions producing transportation systems, a gondola can be considered sustainable, I won't argue that. But, in the context of the EIS, and your claims, as you present, it is an additional transportation system, not a replacement system. Therefore the rate of vehicles in the LCC canyon will not change. The LCC canyon will have the same flow rate capacity as prior, and will produce the same amount of % emissions pollutants as prior. In using your illogic, the per capita % of emissions will present as a lowered % based upon being measured against the increased total number of persons in the canyon; therein you are merely twisting data and facts, and artificially reducing that % of emissions based on calculating the % of emissions against total number of persons in the canyon (regardless of how they are transported, whether by car/gondola). The fact remains that you have not actually decreased % emissions pollutant levels at all from vehicle emissions within the canyon. Regardless of total number of persons entering/existing the canyon the number of vehicles in the canyon does not change in the equation, and per your own admission in the EIS study, you are not reducing total # of vehicles driving in/out the LCC canyon, therefore again % pollutants from emissions simply does not change. To abuse statistical data in this manner, as you have, and present the gondola as serving some sustainable form of public good in reducing emissions in LCC is not only an unrealistic false claim, it is unethical. To put this simply, to those reading, including yourselves, who are not comprehending how you, UDOT, are abusing statically data to sell public on the gondola, here is a simplistic antidote: If it rains 1" per hour, that does not change whether 100 people are standing outside or 1000 persons are standing outside, it is still raining 1" per hour. So, please cease with the BS to public on the environmental claims of a gondola reducing % emissions in LCC. The amount of BS in your EIS study is astounding. Your EIS expressly states the gondola will not decrease, nor limit traffic in the LLC canyon, and further, you expressly state that the entire EIS study is designed to "increase" capacity in the canyon. That is done for benefit of DEVELOPERS, AND PRIVATE SKI RESORTS TO MAXIMIZE THEIR PROFITS, BY INCREASING CAPACITY IN THE CANYON, YOU INCREASE PATRONAGE FOR THESE PRIVATE ENTITY COMMERCIAL ENTERPRISES, and UDOT reminder, that you're abusing use of public tax dollars in this process to assist in private businesses to increase their profit margins. Increasing profits for private commercial businesses, developers, and ski resorts is NOT A MATTER of PUBLIC SAFETY. The private interest have been steering UDOT to use public funding to realize their own profits, and you are hook, line, and sinker caught in their scam. SHAME ON YOU, UDOT, for acting on behalf of private interest over the welfare of public safety and public good, the one responsibility your public agency is taxed with. Your agency has lost much credibility in public eye as you entwined yourself with private interest and developers to meet those private agendas, not PUBLIC needs.</p> <p>The only course(s) of action you, UDOT, should be taking in respect to PUBLIC SAFETY on your state road SR210 into LLC, and the Wasatch Blvd section through Cottonwood Heights is:</p> <ol style="list-style-type: none"> 1. DO Increase Traction Law Mandates to demand on vehicles entering SR210/LLC to be equipped with a min. snow tire designation of type "3-peak mountain/snowflake", remove the M+S tire as an acceptable snow tire in the canyons where winter conditions are extreme, 2. DO Provide check-point management at the LLC canyon mouth, and stop allowing cars into the canyon that are ill-equipped for conditions that present. Your agency has been removing(temporarily lifting) traction law restrictions every winter, at its whim, and allowing ill-equipped vehicles into the canyon during short moments of clear weather, KNOWING that later in the day there are severe weather events scheduled – to send ill-equipped, unsuspecting drivers into LCC under this premise is a blatantly NEGLIGENT act on behalf of your agency, 3. DO Construct long overdue SNOWSHEDS at key locations along the SR210 LLC canyon road, to create safer roads for public to travel. This was your first course of action over 50 years ago, 4. DO Work with UTA to increase a network/system of smaller flexible public transit busses, that are powered by electric or hybrid cleaner fuels. Create networks that have fast-track busses with access points from all over the valley, 5. DO Maintain the valley corridor section of SR210 as a scenic byway, from mouth of LCC through Cottonwood Heights city to SR190, as 2 lanes. There is no logical reason to widen this section of road, and invite/increase traffic, vehicle emissions, and degrade safety along this heavily cycled corridor, 6. DO Provide ski traffic management along SR210 when both LLC and BCC are closed due to avalanche control, and get those vehicles waiting for canyon road openings to park along the shoulder, and not in the drive lanes. 	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>7. DO NOT use public funds to construct a large parking garage in a residential area, thereby inducing more vehicles to descend upon an already impacted residential area; in doing so it creates more traffic congestion, diminishes road safety, and causes pollution from increased emissions.</p> <p>It's time, UDOT, to take accountability and responsibility for your actions in respect to the EIS, and your far-fetched gondola solution. Time to go back to the drawing board, and let public rather than private interest steer decision making, that is relevant to public good, public interest, and above all public safety.</p> <p>?????▲??</p>	
48567	Krage, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Krage</p>	A32.3A; A32.3F
52316	Krajcir, Marek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marek Krajcir</p>	A32.3A; A32.3F
40756	Kramer, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Kramer</p>	A32.3A; A32.3F
54658	kramer, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura kramer</p>	
40871	Kramer, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Kramer</p>	A32.3A; A32.3F
50962	kranwinkle, liberty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, liberty kranwinkle</p>	A32.3A; A32.3F
50876	Kratz, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Kratz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52040	Kratz, Maximilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maximilian Kratz</p>	A32.3A; A32.3F
42185	Kraus, Lynne	<p>I am against the 22 towers of the gondola project, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna and will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" implies that the area be kept natural. Towers for the purpose of transportation should fall within the category of a "road facility".</p>	A32.3H
49796	Kraus, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Kraus</p>	A32.3A; A32.3F
42797	Krause, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Krause</p>	A32.3A; A32.3F
40239	krause, doug	I am opposed to the proposed gondola in Little Cottonwood Canyon	A32.29VV
40026	krause, doug	the gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A; A32.3F
39665	krause, doug	<p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding but, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!	
41410	Krauskopf, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Krauskopf</p>	A32.3A; A32.3F
42565	Krausman, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Krausman</p>	A32.3A; A32.3F
48742	Krauss, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dan Krauss</p>	A32.3A; A32.3F
55492	Krchova, Eva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eva Krchova</p>	
50108	Krebs, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Krebs</p>	A32.3A; A32.3F
54081	Kreiling, Caeli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caeli Kreiling</p>	A32.3A; A32.3F
44682	Kremer, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Kremer</p>	A32.3A; A32.3F
49410	Kreykes, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savanna Kreykes</p>	
45296	Kreyling, Jazia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jazia Kreyling</p>	A32.3A; A32.3F
43592	Krick, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Krick</p>	A32.3A; A32.3F
55629	Krieg, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nicholas Krieg	
48530	Krigger, Arielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arielle Krigger</p>	A32.3A; A32.3F
55158	Krisby, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Krisby</p>	A32.3A; A32.3F
47284	Krispinsky, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Krispinsky</p>	A32.3A; A32.3F
40330	Kristal, D	NO GONDOLA!	A32.29VV
51142	Kristupaitis, Milda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Milda Kristupaitis</p>	
47285	Kritzmire, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Kritzmire</p>	A32.3A; A32.3F
54391	krivinchuk, Kali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kali krivinchuk</p>	A32.3A; A32.3F
42541	Kroetch, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridget Kroetch</p>	A32.3A; A32.3F
43152	Kroetch, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The only beneficiaries of this gondola will be gondola works themselves. Please consider the community rather than the large company.</p> <p>Regards, Erin Kroetch</p>	
55197	Kroff, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Kroff</p>	A32.3A; A32.3F
53814	Krogue, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Krogue</p>	A32.3A; A32.3F
39641	Kroll, Tyler	<p>I remain entirely opposed to the gondola or any of its alternatives. While the report took into account environmental factors, it failed to consider the impact to local climbing areas, noise that would disturb both hikers and homeowners, and the gondola as a visual scar on an otherwise beautiful canyon. The massive investment required to build such a gondola is not at all justified but the modest gains (~10%?) in congestion mitigation at resorts that are already packed with skiers and riders to begin with. Of all the alternatives, I am in favor of the Enhanced Bus Service alternative. This makes the most intuitive sense and causes the least harm to the canyon. Overall, UDOT and the legislature must realize that LCC is a limited resource, and that trying to squeeze more people into it will only lead to its demise as a recreation area. It's unlikely I would stay in SLC should the gondola be built.</p>	A32.3F
39774	Krong, Andrea	<p>I do not want a gondola in Utah's roadless areas</p>	A32.29VV
39989	Kronschnabl, Anne	<p>The Gondola construction would require construction in Utah's IRA. This goes directly against why IRAs exist.</p> <p>It should not be allowed to go against designated IRA's such as whitepine or lonepeak to construct the gondola which would have far reaching impact on nature in LCC</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45353	Kronschnabl, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Kronschnabl</p>	A32.3A; A32.3F
46348	Kropf, Keile	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keile Kropf</p>	A32.3A; A32.3F
41486	kropf, Zeke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zeke kropf</p>	A32.3A; A32.3F
46728	Krueger, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Krueger</p>	
53849	Krueger, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Krueger</p>	A32.3A; A32.3F
41308	Krueger, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Krueger</p>	A32.3A; A32.3F
54883	Krueger, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Krueger</p>	A32.3A; A32.3F
55094	Krueger, Manfred	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Manfred Krueger</p>	
46796	Krueger, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Krueger</p>	A32.3A; A32.3F
43943	Kruger, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Kruger</p>	A32.3A; A32.3F
46724	Kruger, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Kruger</p>	A32.3A; A32.3F
49889	Krulowitz, Neil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Neil Krulewitz</p>	
46837	Krull, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Krull</p>	A32.3A; A32.3F
48554	Krumel, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Krumel</p>	A32.3A; A32.3F
44927	Krumm, Keely	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Keely Krumm	
41361	Krumwiede, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Krumwiede</p>	A32.3A; A32.3F
53477	Krupka, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Krupka</p>	A32.3A; A32.3F
41800	Krupnick, Ari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ari Krupnick</p>	A32.3A; A32.3F
39464	Kruse, Michael	I support any gondola over busses!	A32.29VV
45676	Kruse, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Kruse</p>	
39562	Krusko, Cheryl	<p>I would like to submit my comment regarding the LCC gondola. Many comments have been sent in from the community in regards to NOT supporting the LCC gondola. Not only would it hurt our environment in the canyon but would only be used for 2 ski areas. What happens on a windy day like yesterday the 24th of March. High winds shut down the ski areas and the tram. What happens to all those folks in the canyon. There has to be a better way to utilize buses. I take the bus up BCC at least 2-3 times a week. It is not perfect but could be a way to transport folks up and down the canyon. Please review and reconsider your proposal for the LCC gondola. Thanks for your time and for allowing the community so submit their comments.</p>	A32.29VV
48561	Ktestakis, Tayler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayler Ktestakis</p>	A32.3A; A32.3F
51862	Ku, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. It's also a money grab for all the wrong people- this does not benefit the community. Just the people up top who make millions and don't care about the consequences.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Ku</p>	A32.3A; A32.3F
49243	Kuan, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Kuan</p>	
51733	Kubal, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Kubal</p>	A32.3A; A32.3F
44234	Kubina, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Kubina</p>	A32.3A; A32.3F
47030	Kubitschek-Myers, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Kubitschek-Myers</p>	A32.3A; A32.3F
43536	Kuchler, Robyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn Kuchler</p>	
51921	Kudak, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Kudak</p>	A32.3A; A32.3F
39270	Kudale, Jag	no gondola	A32.29VV
55040	Kuddes, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Kuddes</p>	A32.3A; A32.3F
45980	Kuebler, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Kuebler</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50019	Kuehn, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Kuehn</p>	A32.3A; A32.3F
47277	kuehn, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia kuehn</p>	A32.3A; A32.3F
54417	Kuehdahl, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Kuehdahl</p>	A32.3A; A32.3F
55804	kuftinec, mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, mia kuftinec	
39637	Kuhl, Donna	We DON'T want any gondola. Complete waste of tax money for only rich users.	A32.29VV
54933	Kuhn, Ashlee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ashlee Kuhn	A32.3A; A32.3F
40251	Kuhn-Coker, Jeanine	Please NO Gondola! Protect this canyon for our grandchildren!!	A32.29VV
54473	Kukla, Kevin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kevin Kukla	A32.3A; A32.3F
48531	Kula, Cara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cara Kula	A32.3A; A32.3F
46104	Kula, Luna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luna Kula</p>	
44646	Kulchak, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Kulchak</p>	A32.3A; A32.3F
49386	Kulp, Eleonore	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleonore Kulp</p>	A32.3A; A32.3F
54864	Kumar, Harshit	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harshit Kumar</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40288	Kumar, Naresh	Installing a gondola does not serve the most canyon users most effectively. It is destructive and obstructive. We can be more creative. We can do better. Zero carbon ground transportation is a very affordable option. It would generate employment and reduce traffic. Please take these points into consideration for today and generations to come.	A32.29VV
52864	Kumar, Puja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Puja Kumar</p>	A32.3A; A32.3F
55957	Kumar, Shilpi	<p>Please find my comments against the gondola:</p> <ol style="list-style-type: none"> 1. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. 2. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. 3. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas? <p>Best, Shilpi</p> <p>-- Shilpi S. Kumar</p>	A32.3A; A32.3F
54092	Kumm, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Kumm</p>	
51796	Kump, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Kump</p>	A32.3A; A32.3F
48692	Kunkel, Alice	<p>To whom it may concern,</p> <p>I am a snowbird and Alta season ticket holder and I back country ski and bike the canyons as well - it is obvious how this will negatively affect LCC and the locals who love it, and not actually solve any of the canyon over-crowding issues.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alice Kunkel</p>	A32.3A; A32.3F
50870	kunkle, carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carly kunkle</p>	A32.3A; A32.3F
44872	Kunz, Ariaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariah Kunz</p>	
53200	Kunz, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Kunz</p>	A32.3A; A32.3F
39584	Kunz, Katherine	<p>As a long-time resident of the Granite/Little Cottonwood area, I am fully against this option. Many less costly and intrusive measures should be explored before committing \$1B+ to a structure that will create a permanent eyesore on the canyon. Moreover, the gondola will not alleviate traffic because many will still elect to drive themselves. And, traffic getting to the parking structure will certainly not diminish. I feel other options should be explored before going to this "nuclear" option that only benefits 2 private ski resorts.</p>	A32.29VV
50584	Kunz, Mahina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mahina Kunz</p>	A32.3A; A32.3F
52122	Kunz, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Kunz</p>	
44987	Kunzler, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Kunzler</p>	A32.3A; A32.3F
56022	Kuprianowicz, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Kuprianowicz</p>	A32.3A; A32.3F
55666	Kurchinski, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Kurchinski</p>	A32.3A; A32.3F
47026	Kurland, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Kurland</p>	
55981	kurth, Nazz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nazz kurth</p>	A32.3A; A32.3F
42139	Kuschewski, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Kuschewski</p>	A32.3A; A32.3F
39736	Kuster, Lorien	No gondola towers in roadless areas please!	A32.3A
40324	Kuster, Lorien	No gondola in Little Cottonwood Canyon!	A32.29VV
39418	Kuster, Lorien	Roadless Rule boundaries must be upheld over building gondola towers. NO gondola!	A32.3A
46962	Kusumi, Kazui	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kazui Kusumi	
46608	Kuszajewski, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Kuszajewski</p>	A32.3A; A32.3F
48237	Kutchi, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Kutchi</p>	A32.3A; A32.3F
41095	Kutz, Kain	No gondola!!!! All other options are preferable to the gondola. The best option is increased buses.	A32.29VV
54612	Kutz, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Kutz</p>	A32.3A; A32.3F
52976	Kuyt, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Utilizing funding to add additional parking at the base of the canyon, invest in staffing for vehicle moderation, and increase the bus fleet is what I would prefer to see as a local Utahn. This proposition is environmentally irresponsible and would cause irreparable harm to our natural land and I implore you to stop this project from moving forward.</p> <p>Regards, Holly Kuyt</p>	
43095	Kuznetsova, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Kuznetsova</p>	A32.3A; A32.3F
52014	Kuzniewski, Cecilia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cecilia Kuzniewski</p>	A32.3A; A32.3F
51552	Kvaal, Makenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Makenna Kvaal</p>	
50438	Kvaal, Stian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stian Kvaal</p>	A32.3A; A32.3F
45214	Kvenvold, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Kvenvold</p>	A32.3A; A32.3F
40830	Kwon, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Kwon</p>	A32.3A; A32.3F
49773	Kyees, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Kyees</p>	
43929	L, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline L</p>	A32.3A; A32.3F
44162	L, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire L</p>	A32.3A; A32.3F
49409	L, Kennadi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennadi L</p>	A32.3A; A32.3F
46540	I, roxie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, roxie I</p>	
46388	L, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt L</p>	A32.3A; A32.3F
42202	La Motte, Isabelle	<p>How many times do we have to tell you that the citizens of Salt Lake don't want this? The gondola "solution" is a poor allocation of resources and will permanently scar the natural beauty of Little Cottonwood Canyon forever. A "solution" that primarily benefits private entities is no solution at all. Please improve the resources that are already at play, but not nearly maximized, aka: the bus system, before making such drastic changes to infrastructure.</p>	A32.29VV
52398	La, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel La Porte</p>	A32.3A; A32.3F
47172	La, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Isabelle La Motte</p>	
54649	La, Valeria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valeria La Rosa</p>	A32.3A; A32.3F
48817	labastida, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose labastida</p>	A32.3A; A32.3F
46862	Labdon, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Labdon</p>	A32.3A; A32.3F
55963	LaBelle, Brooks	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooks LaBelle</p>	
46010	Lacentra, Beatrice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beatrice Lacentra</p>	A32.3A; A32.3F
53007	Lacey, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Lacey</p>	A32.3A; A32.3F
41581	Lacey, Nick	Tax payers should not subsidize billionaires	A32.29VV
46952	Lackey, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Lackey</p>	A32.3A; A32.3F
50819	LaCon, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander LaCon</p>	
47602	Lacoste, Karlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karlie Lacoste</p>	A32.3A; A32.3F
41890	LaCour, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole LaCour</p>	A32.3A; A32.3F
44729	Lacourly, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jordan Lacourly	
41725	LaCroix, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah LaCroix</p>	A32.3A; A32.3F
47456	Lacy, Cameryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameryn Lacy</p>	A32.3A; A32.3F
48121	Ladd, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Ladd</p>	A32.3A; A32.3F
55266	Ladd, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Ladd</p>	
44849	Ladouceur, Frederique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frederique Ladouceur</p>	A32.3A; A32.3F
43149	LaFollette, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan LaFollette</p>	A32.3A; A32.3F
56106	LaFontaine, Ariel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariel LaFontaine</p>	A32.3A; A32.3F
46879	LaForce, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor LaForce</p>	
51454	LaFortune, Jennie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennie LaFortune</p>	A32.3A; A32.3F
42606	LaFrankie, Nash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nash LaFrankie</p>	A32.3A; A32.3F
52776	Lahaie, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Lahaie</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55210	Lahti, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Lahti</p>	A32.3A; A32.3F
54565	LaHue, Keilani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keilani LaHue</p>	A32.3A; A32.3F
47149	Laidlaw, Bodie	<p>To whom it may concern,</p> <p>As someone who grew up in the canyon it would be devastating so with that said.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>And one more thing [REDACTED].</p> <p>Regards, Bodie Laidlaw</p>	A32.3A; A32.3F
44038	Laidlaw, Mac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I get</p> <p>I grew up in Ilc this will resolve nothing other than shoving more people up the canyon</p> <p>Regards, Mac Laidlaw</p>	
47135	Laiho, Arianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arianna Laiho</p>	A32.3A; A32.3F
48408	laine, connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, connor laine</p>	A32.3A; A32.3F
44243	lake, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole lake</p>	A32.3A; A32.3F
40265	Lake, Rachel	<p>I strongly encourage UDOT to conduct studies or do their own research on the impacts of construction on the flora of the Little Cottonwood Canyon. While there are only three IRA areas, the vegetation is the same throughout. For example, keystone species (such as milkweed, lupine, members of asteraceae, and penstemon) of plants for the endangered</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Monarch and our suffering native Bumble bees can be found in one of the IRAs as well as non-protected areas. Gondola construction, I imagine will follow along the pre existing road which follows the stream. In plant biology, it is known that riparian areas (plant community association with the waterway- in this case the stream that flows down the canyon) are the most important in terms of animal food production and biodiversity. A study MUST BE DONE to determine if the construction of Gondola towers will destroy primarily riparian areas, and how much of it. Monarchs need every single milkweed plant they can get, as it is their host plant and Monarch larva quite literally can not survive without it. A gondola would be beyond destructive to these ever so important plant communities. Why should UDOT care about pollinators? Because pollinators are responsible for pollinating our crops and maintaining the health of the ecosystem by ensuring plants are pollinated. If society, including a transportation departments, don't take the threat of pollinator extinction seriously, we may not only lose them, but all of the crops that rely on them, and flowers we enjoy in the spring.</p>	
39393	Lake, Rachel	<p>I am disappointed that the Gondola issue has gotten this far without any environmental survey or discussion around the topic. Most arguments made for and against the Gondola proposal has been finance based or based on other solutions, however the argument not being made enough is that we haven't don't enough research to even know what the right answer is. We need to be conducting environmental impact assessments and potential water quality impacts and wildlife monitoring to see which species are in the area. For example there may be rare plant species or insect species that have protection under the Environmental Protection Act, but no recent survey has been don't to determine which species exist in the canyon. Also, The canyon is rich in ecological diversity, and areas of high species richness deserve protection. I would be more open to the idea of a Gondola if it was proved through science and research that it is the least impact on water quality, and wildlife and biodiversity. But so far I am extremely skeptical that the world largest Gondola will be better for the canyon and its species than simply expanding bus service or banning personal vehicles, like in Zion National Park. UDOT used to be respected, not anymore. UDOT can earn our respect again by putting in the hard work to determine the true environmentally friendly path by conducting environmental quality assessments and checks, and gathering the data necessary to peer review findings on wether or not construction up the canyon will impact wildlife.</p>	A32.29VV
51016	Lake, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Lake</p>	A32.3A; A32.3F
50057	Laker, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Laker</p>	A32.3A; A32.3F
45389	Lalley, Kanyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kanyon Lalley</p>	
39967	LaLonde, Randall	<p>I still believe that UDOT, in its final analysis of potential impacts in the Supplemental Information Report, failed to look at anything more than the transportation problems in Little Cottonwood Canyon and not at the larger environmental and financial impacts of its proposals. Just like the National Parks, when too many individuals are trying to access a cherished space, Utah should be putting limits on access through permits, fees, and numbers of people allowed into the canyon on a daily basis. Your solutions will do nothing to eliminate overuse of the canyon by your support of one privileged group--wealthy Alpine skiers and the owners of Alta and Snowbird--and ignoring the needs of everybody else.</p>	A32.29VV
50420	Lam, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Lam</p>	A32.3A; A32.3F
54857	Lam, Lara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lara Lam</p>	A32.3A; A32.3F
45191	Lam, Sami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sami Lam</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44401	LaMar, Gillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gillian LaMar</p>	A32.3A; A32.3F
53297	LaMar, Tagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tagan LaMar</p>	A32.3A; A32.3F
45267	Lamarre, Trina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trina Lamarre</p>	A32.3A; A32.3F
46985	Lamb, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Lamb</p>	
53228	Lamb, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Lamb</p>	A32.3A; A32.3F
55931	Lamb, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Lamb</p>	A32.3A; A32.3F
55862	Lamb, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Lamb</p>	A32.3A; A32.3F
45613	Lamb, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Lamb</p>	
41204	Lamb, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Lamb</p>	A32.3A; A32.3F
54572	Lamb, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Lamb</p>	A32.3A; A32.3F
47761	Lamb, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Lamb</p>	A32.3A; A32.3F
41107	Lamb, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Lamb</p>	
50599	Lambert, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Lambert</p>	A32.3A; A32.3F
50520	Lambert, Aley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aley Lambert</p>	A32.3A; A32.3F
40878	Lambert, Aley	<p>My name is Aley Lambert and I've lived in Sandy for four years. It didn't take long for my husband and I to quickly fall in love with Little Cottonwood Canyon given its beauty and all it offers recreationally. We've shared many, many special moments together in that canyon. My love for LCC has only grown with the addition of our one-year-old daughter, who I take hiking with me often. It's been a place of great healing and a source of joy for me as a new mom. Given my own adoration for LCC, I'm not naive to the fact that many others share my love for spending time in that sacred place. I understand UDOT needs to implement a better traffic and safety solution in this canyon. However, I was upset, and even more so deeply saddened, when I heard UDOT's decision to move forward with the gondola "solution." First and foremost, it seems like an irresponsible use of taxpayer dollars (that's a lot of money!!), especially considering it largely benefits just a couple of for-profit businesses. From my understanding, UDOT would charge families to use the gondola. If that's the case, I quite frankly don't think we will be using the gondola since budget is top of mind for our young family. More than anything I'm disappointed this expensive gondola including the steel skyscraper towers will ruin the breathtaking views of our LCC. God's magnificent creations like our favored canyon cannot be rebuilt or fixed in years to come. It is our responsibility to take care of our beautiful earth, especially in our own backyard. Our canyons are world renowned for a reason. Let's keep it that way.</p>	A32.29VV
50849	Lambert, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Lambert</p>	
41739	Lambert, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Lambert</p>	A32.3A; A32.3F
43456	Lambert, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Lambert</p>	A32.3A; A32.3F
47516	lambert, kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kate lambert</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41269	Lambert, Land	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Land Lambert</p>	A32.3A; A32.3F
40062	Lambert, R	<p>I believe to maximize the wilderness, environmental and estetic qualities of Little Cottonwood canyon, the best alternative is to implement enhanced bus service with no tolls. The Gondola and road widening proposals are wasteful and an eyesore, as well as a huge financial burden to the taxpayer. Overall, this project has already adversely impacted the canyon, with the building of the Little Cottonwood canyon parking lots at the mouth. I am adematly against the gondola proposals, as they do not address the traffic issues resulting from other non-skiing canyon uses. The gondolas only benefit the resorts, which is a misuse of public funds and a conflict of interest for taxpayers, as well as a blight and eyesore and an adverse impact of the canyon. I believe that USOT has overstepped their authority by ignoring all other canyon activities in the proposals. Enhanced bus service is the only proposal that addresses multiple use, as long as it includes trailhead stops, but this proposal should exclude toll booths, which is an unfair financial burden to the poor and low income folks that recreate on public lands. Toll booths also increase congestion and emmissions, and are an eyesore in the canyon.</p>	A32.29VV
39958	Lambiase, Serena	<p>Please do not build a gondola because it will violate the roadless rule and negatively impact wilderness areas.</p>	A32.3A
39956	Lambiase, Serena	<p>Please do not build the gondola, because it will harm wild animals, their food, the landscape, the beauty and the whole ecosystem of the mountains.</p>	A32.29VV
54890	Lambourne, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Lambourne</p>	A32.3A; A32.3F
41263	Lambson, Don	<p>Science is real. It shows that the TRAM solution is the best. — and it will be used year round, and likely extend to Brighton and Park City eventually.</p>	A32.29VV
46108	Lambson, Jaymie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaymie Lambson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47424	lamond, Myles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myles lamond</p>	A32.3A; A32.3F
43035	Lancaster, Own	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Own Lancaster</p>	A32.3A; A32.3F
53982	Lance, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Lance</p>	A32.3A; A32.3F
48410	Lancheros, Andres	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andres Lancheros</p>	
55243	Land, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Land</p>	A32.3A; A32.3F
50503	Landa, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Landa</p>	A32.3A; A32.3F
42614	landgren, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen landgren</p>	A32.3A; A32.3F
49044	Landgren, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Landgren</p>	
52804	Landgren, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Landgren</p>	A32.3A; A32.3F
43481	Landman, Stefanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stefanie Landman</p>	A32.3A; A32.3F
44614	Landrum, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Landrum</p>	A32.3A; A32.3F
51328	Landvatter, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Landvatter</p>	
40773	Landwehr, Sonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sonia Landwehr</p>	A32.3A; A32.3F
42637	Lane, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Lane</p>	A32.3A; A32.3F
56288	lane, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please do not destroy the communities canyons</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elijah lane</p>	
44859	Lane, Harriette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harriette Lane</p>	A32.3A; A32.3F
50210	Lane, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Lane</p>	A32.3A; A32.3F
51689	Laney, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Laney</p>	A32.3A; A32.3F
48087	Lang, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Lang</p>	
55061	Lang, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Lang</p>	A32.3A; A32.3F
52107	Lang, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Lang</p>	A32.3A; A32.3F
51976	Lang, Wade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wade Lang</p>	A32.3A; A32.3F
48580	Lang, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Lang</p>	
43983	Langdon, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan Langdon</p>	A32.3A; A32.3F
46958	Lange, Erich	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erich Lange</p>	A32.3A; A32.3F
42967	Lange, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Lange</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40307	Langford, Kirk	The gondola should not be built. It will induce demand and will be an ineffective, inefficient transport, creating more congestion and pollution in our roadless areas and watershed.	A32.29VV
53743	langpap, kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kira langpap</p>	A32.3A; A32.3F
49392	Langston, RacheL	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, RacheL Langston</p>	A32.3A; A32.3F
51168	Lanham, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Lanham</p>	A32.3A; A32.3F
40203	Lanham, Sid	Please no gondola! Makes absolutely no sense. I don't want to pay for something that doesn't make sense.	A32.29VV
39511	Lanham, Sid	Please don't build a gondola. It makes no sense. Apply Occam's Razor, the simplest solution is usually the best. The gondola will end up being an expensive albatross around Udot's neck and soil an otherwise stellar reputation. Do what's right for Utah, not what is left.	A32.29VV
39850	Lanham, Sid	I've noticed that Trax is down to two cars per train after the pandemic. What makes you think that ridership on another vehicle where people sit close together will fair any better. Doubt you'll get your projected ridership. The gondola is just a bad idea all around	A32.29VV
45461	Lanigan, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Lanigan</p>	
43428	Lanphear, Cora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cora Lanphear</p>	A32.3A; A32.3F
43916	Lant, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Lant</p>	A32.3A; A32.3F
53448	Lantz, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alyson Lantz	
42336	Lantz, Jessica	This gondola is a terrible idea...for so many reasons. I know you have all heard them a thousand times. You know why it's wrong. You know that this is a financially motivated idea, and will devastate our local watersheds, disrupt tourism to anywhere in the canyon that's not Snowbird or Alta, and will line the pockets of the wealthy benefactors who have stake in the game. I urge you all to look inside of yourselves morally, and do what your conscience knows to be right.	A32.29VV
43207	Lanvers, Finn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Finn Lanvers	A32.3A; A32.3F
50792	LaPay, John	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John LaPay	A32.3A; A32.3F
54862	Lapello, Eli	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eli Lapello	A32.3A; A32.3F
44419	Lapides, Isaac	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Lapidés</p>	
42354	Lapp, Katherine	<p>The roadless area assessment highlights the enhanced bus service as the least environmentally impactful traffic solution in LCC. This solution is also the most fiscally responsible. The streamlined access of enhanced buses eliminates traffic congestion further down SR-210, into the communities at the base of LCC. Construction of park and ride stations eliminates disruption in the fragile ecosystems of LCC. Enhanced buses are also scalable, meeting the fluctuating traffic demands of LCC throughout the season.</p> <p>What I found most surprising about this assessment were the restoration claims in riparian zones impacted by the other alternatives. I've worked on trail crews in Boulder, CO for 7 seasons – working in watersheds and riparian zones is very familiar to me. Riparian zones are one of the most biodiverse, sensitive and difficult ecosystems to mitigate impact on - destruction of these areas can be somewhat restored with experienced restoration crews, and take decades to recover. Replanting of trees, native seeding, etc. will not restore them; plants that only grow in these areas rely on symbiotic relationships with fungi networks within the soil, other plants, and insects that have specifically evolved with them. It is a false claim that a large construction project through and alongside these areas will not permanently damage or destroy them. The focus of the Gondola A, B, and cograil impact on our unique ecosystems inflates mitigation procedures in an effort to conceal the irreparable damage done.</p> <p>While rerouting impacted trails is a reasonable assessment, LCC houses climbing routes impacted by the Gondola A, B, and cograil that cannot be restored or replaced. From a recreation perspective, these alternatives function as a profitable initiative for Alta and Snowbird, and not their purpose as a traffic solution. Snowbird purchased land (La Caille area) at the base of LCC in 2021 under an LLC; this 5 acre plot aligns with the Gondola A, B construction areas.</p> <p>Thank you for your time reading my comment – as much as I've gathered about these traffic solutions, I have one lingering question. Who is driving the Gondola alternative into effect, and how much do they pay each person that is in its way?</p>	A32.3A; A32.3F
46425	Lapsley, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Lapsley</p>	A32.3A; A32.3F
51507	Lapsley, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Mary Lapsley	
54949	Lapsley, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Lapsley</p>	A32.3A; A32.3F
41465	Laptad, Farren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Farren Laptad</p>	A32.3A; A32.3F
46825	Lara, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Lara</p>	A32.3A; A32.3F
47530	Laramie, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Laramie</p>	
43977	Largent, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savanna Largent</p>	A32.3A; A32.3F
44806	LaRiviere, Fred	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fred LaRiviere</p>	A32.3A; A32.3F
51587	LaRiviere, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley LaRiviere</p>	A32.3A; A32.3F
43774	LaRiviere, Katie	<p>To whom it may concern,</p> <p>MORE BUSSES! MORE OFTEN! MORE BUS STOP PARKING.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie LaRiviere</p>	
41441	LARKIN, JAMES	Build the Gondola!!!	A32.29VV
44717	larkin, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate larkin</p>	A32.3A; A32.3F
50978	LaRose, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly LaRose</p>	A32.3A; A32.3F
50460	Larraber, Aerial	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aerial Larraber	
44520	Larrea, Axel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Axel Larrea</p>	A32.3A; A32.3F
53619	Larsen, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Larsen</p>	A32.3A; A32.3F
47125	Larsen, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Larsen</p>	A32.3A; A32.3F
52604	Larsen, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Larsen</p>	
51089	Larsen, Benee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benee Larsen</p>	A32.3A; A32.3F
51606	Larsen, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Larsen</p>	A32.3A; A32.3F
47960	Larsen, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Larsen</p>	A32.3A; A32.3F
49668	Larsen, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Larsen</p>	
45309	Larsen, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Larsen</p>	A32.3A; A32.3F
52528	Larsen, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Larsen</p>	A32.3A; A32.3F
47625	Larsen, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Larsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44861	Larsen, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Larsen</p>	A32.3A; A32.3F
52599	Larsen, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Larsen</p>	A32.3A; A32.3F
56320	Larsen, Ian	<p>To whom it may concern,</p> <p>As a daily traveler of little cottonwood canyon a gondola is not the solution. The fact that a gondola is being considered blows my mind. What a waste of money, time, and resources. I am tired of writing comments defending the canyon that I love so much. It is clear what the public wants. The public wants alternative solutions, I don't want to write all of the different ways that are better than a gondola so just check Patagonias ideas. The only people supporting the gondola are those benefiting financially off of it or people who don't understand it other than it's "cool". Thank you I hope this will be taken into consideration and is the last comment I have to make. May LCC live for awhile longer until mankind packs their wealth into it.</p> <p>Regards, Ian Larsen</p>	A32.29VV
47345	Larsen, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Larsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48298	Larsen, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Larsen</p>	A32.3A; A32.3F
51051	Larsen, Justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justine Larsen</p>	A32.3A; A32.3F
53753	Larsen, Kai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kai Larsen</p>	A32.3A; A32.3F
52833	Larsen, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Larsen</p>	
45987	Larsen, Konner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Konner Larsen</p>	A32.3A; A32.3F
52392	Larsen, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Larsen</p>	A32.3A; A32.3F
50374	Larsen, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Larsen</p>	A32.3A; A32.3F
42972	Larsen, Marielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marielle Larsen</p>	
52554	Larsen, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Larsen</p>	A32.3A; A32.3F
56356	Larsen, Nicholas	<p>To whom it may concern,</p> <p>I support the gondola because it will be cool and seems like it will make the canyon more accessible for more people.</p> <p>Regards, Nicholas Larsen</p>	A32.29VV
51400	Larsen, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Larsen</p>	A32.3A; A32.3F
52664	Larsen, Palmer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Palmer Larsen	
43793	Larsen, Remy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Remy Larsen</p>	A32.3A; A32.3F
40578	Larsen, Richard	<p>Lets not ruin our canyons for tourists. How about just leave it alone, they are beautiful and almost anything you do will degrade the canyon. Why does it always come down to the holy \$\$\$\$. Do we really need all that tourist money?</p> <p>Thanks</p>	A32.29VV
39899	Larsen, Richard	Please just leave the canyon alone. If the ski resorts weren't there the canyon wouldn't have a problem. If you must do something , widen the road. Hell no for the gondola!!!	A32.29VV
43666	Larsen, Stryder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stryder Larsen</p>	A32.3A; A32.3F
41804	Larsen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Larsen</p>	A32.3A; A32.3F
45235	Larsen, Sydney	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Larsen</p>	
53445	Larsen, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Larsen</p>	A32.3A; A32.3F
48595	larsen, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate larsen</p>	A32.3A; A32.3F
51456	Larsen, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Wyatt Larsen</p>	
54286	Larsen, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Larsen</p>	A32.3A; A32.3F
50836	Lars-Norton, Britta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britta Lars-Norton</p>	A32.3A; A32.3F
47967	Larson, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Larson</p>	A32.3A; A32.3F
52254	Larson, Ami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ami Larson</p>	
44810	Larson, Anika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anika Larson</p>	A32.3A; A32.3F
40286	Larson, Ashley	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.29VV
51738	Larson, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Larson</p>	A32.3A; A32.3F
53246	Larson, Camille	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Larson</p>	
48838	Larson, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Larson</p>	A32.3A; A32.3F
42901	Larson, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Larson</p>	A32.3A; A32.3F
48391	Larson, Corbyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Corbyn Larson	
51903	Larson, Cyan	<p>To whom it may concern,</p> <p>I am against the development of the Little Cottonwood Canyon Gondola project and urge you to consider less costly, less emission outputting, and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cyan Larson</p>	A32.3A; A32.3F
43430	Larson, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Larson</p>	A32.3A; A32.3F
51941	Larson, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Larson</p>	A32.3A; A32.3F
53308	Larson, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Larson</p>	
44546	Larson, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Larson</p>	A32.3A; A32.3F
52511	Larson, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Larson</p>	A32.3A; A32.3F
47126	Larson, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Larson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52955	Larson, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Larson</p>	A32.3A; A32.3F
44986	Larson, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Larson</p>	A32.3A; A32.3F
50132	Larson, Mira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mira Larson</p>	A32.3A; A32.3F
54655	Larson, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Larson</p>	
50304	Larson, Paisley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paisley Larson</p>	A32.3A; A32.3F
52747	Larson, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Larson</p>	A32.3A; A32.3F
52353	Larson, Preston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Larson</p>	A32.3A; A32.3F
55550	Larson, Sean	<p>To whom it may concern,</p> <p>There are more effects that permanently change the environment that will never be repairable. This Gondola is a temporary solution to a problem that will surely reoccur. The Earth doesn't have a voice or opinion as to what happens to it, so please consider my vote as a small voice for what the Earth would want.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Larson</p>	
44871	Larson, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Larson</p>	A32.3A; A32.3F
46115	Larson, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Larson</p>	A32.3A; A32.3F
54518	Larson, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tiffany Larson	
45078	Larsson, Mae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mae Larsson</p>	A32.3A; A32.3F
55789	Lasater, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Lasater</p>	A32.3A; A32.3F
43239	Lascaris, Theodore	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theodore Lascaris</p>	A32.3A; A32.3F
47945	Laser, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Laser</p>	
55238	Laser, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Laser</p>	A32.3A; A32.3F
54579	Lash, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Lash</p>	A32.3A; A32.3F
54553	Lash, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Lash</p>	A32.3A; A32.3F
54571	Lash, Sheila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheila Lash</p>	
43129	Laskowski, Sebastian	<p>To whom it may concern,</p> <p>Seriously, i don't want my tax dollars spent on this.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Laskowski</p>	A32.3A; A32.3F
47876	Iaso, Lisette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisette Iaso</p>	A32.3A; A32.3F
52891	Lassen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rachel Lassen	
53166	Lasser, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Lasser</p>	A32.3A; A32.3F
46706	lasson, cam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cam lason</p>	A32.3A; A32.3F
45384	Last, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Last</p>	A32.3A; A32.3F
39678	Lastra, Iker	I do not support the building of the Gondola. Especially if it is going to be built on National Forest land that is protected from road being built on it.	A32.29VV
43798	Latham, christie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, christie Latham</p>	
43376	latham, sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sydney latham</p>	A32.3A; A32.3F
46716	Latimer, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Latimer</p>	A32.3A; A32.3F
48816	Latimer, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Latimer</p>	A32.3A; A32.3F
53670	Latour, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Latour</p>	
47335	Latta, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Latta</p>	A32.3A; A32.3F
42817	Lauchert, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Lauchert</p>	A32.3A; A32.3F
49725	Lauder, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madeline Lauder	
40669	Laudie, Nathan	<p>To whom it may concern,</p> <p>As a resident of Utah my entire life I find the idea of the gondola the exact opposite of what Utah stands for. It's support for businesses that are private and it's impact of the area need to be more thought out without going forward. It doesn't even stop anywhere else other than the ski resorts making it useless for summer hikers.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Laudie</p>	A32.3A; A32.3F
43585	lauducci, nina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nina lauducci</p>	A32.3A; A32.3F
41490	Lauffer, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Lauffer</p>	A32.3A; A32.3F
49898	Laughbon, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Laughbon</p>	
49873	Laughbon, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Laughbon</p>	A32.3A; A32.3F
44338	Laurencelle, Renee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Renee Laurencelle</p>	A32.3A; A32.3F
42040	laurencelle, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Samuel laurencelle</p>	A32.3A; A32.3F
43961	Lauren, Domenic	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Domenic Laurenr</p>	
42306	Laurenzo, Adam	<p>I find the notion that the Gondola is not a motor vehicle travelway and is therefore exempt from the roadless rule to be laughable. I see nothing in the report, other than your semantic interpretation, that would suggest this is actually the case.</p> <p>I applaud the revelation that increasing bus service and adding snowsheds has a lesser impact on IRAs than the Gondola. The choice here is obvious.</p> <p>Moreover, I can't believe we are using diesel-powered buses to model air quality in 2050. We can do better. A fully electric bus was demonstrated to travel easily up SR210 in 2022. Are you really saying we'll be driving full on diesel buses in 28 years?</p>	A32.3I; A32.10G
45080	Lauritzen, Eva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eva Lauritzen</p>	A32.3A; A32.3F
53052	Lauritzen, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Lauritzen</p>	A32.3A; A32.3F
55086	Lavanderos, Carolina	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolina Lavanderos</p>	
55869	Lavender, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Lavender</p>	A32.3A; A32.3F
41121	Lavender, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Lavender</p>	A32.3A; A32.3F
43908	Lavery, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hanna Laverty	
43174	Lavey, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Lavey</p>	A32.3A; A32.3F
41331	lavigne, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah lavigne</p>	A32.3A; A32.3F
52810	Law, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Law</p>	A32.3A; A32.3F
55538	Law, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Law</p>	
47398	Law, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Law</p>	A32.3A; A32.3F
50884	Law, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Law</p>	A32.3A; A32.3F
54752	Lawellin, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Lawellin</p>	A32.3A; A32.3F
52262	Lawing, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Lawing</p>	
48417	Lawley, Egan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Egan Lawley</p>	A32.3A; A32.3F
44404	lawn, Analese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Analese lawn</p>	A32.3A; A32.3F
54776	Lawrence, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Lawrence</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56083	Lawrence, Erick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erick Lawrence</p>	A32.3A; A32.3F
47751	Lawrence, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Lawrence</p>	A32.3A; A32.3F
43064	Lawrence, Hudson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hudson Lawrence</p>	A32.3A; A32.3F
55016	Lawrence, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Lawrence</p>	
45188	Lawrence, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Lawrence</p>	A32.3A; A32.3F
51071	Lawrence, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Lawrence</p>	A32.3A; A32.3F
48702	Lawrence, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Lawrence</p>	A32.3A; A32.3F
43863	Lawson, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Lawson</p>	
48794	Lawson, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Lawson</p>	A32.3A; A32.3F
43317	Lawson, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Lawson</p>	A32.3A; A32.3F
48921	Lawton, Camden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camden Lawton</p>	A32.3A; A32.3F
50251	Lawton, Emerson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emerson Lawton</p>	
54036	Laxman, Kasi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasi Laxman</p>	A32.3A; A32.3F
54621	Lay, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Let's not ruin the natural beauty with gondola towers that only benefit the wealthy. Keep it out of LCC!</p> <p>Regards, Kathleen Lay</p>	A32.3A; A32.3F
45270	Lay, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Taylor Lay</p>	
44822	Layne, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Layne</p>	A32.3A; A32.3F
51685	Layon, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Layon</p>	A32.3A; A32.3F
47212	Layton, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Layton</p>	A32.3A; A32.3F
50981	Layton, Laci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laci Layton</p>	
52860	Layton, Meagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meagan Layton</p>	A32.3A; A32.3F
40987	Lazarev, Ivan	<p>The supplemental study has confirmed that the impact to the canyon for enhanced road infrastructure will use a negligible amount of environmental land. In my opinion it clearly confirms that most of the effort should be on building the necessary snow sheds and/or tunnels to ensure that the canyon can stay open even when avalanche mitigation is in process. This past 60 days have clearly shown that the canyon is not equipped or ready to deal with back to back snow storms.</p> <p>Improving the road infrastructure is the only focus that should be considered today. The last thing we need is to build a gondola with tax payer money that will do absolutely nothing to fixing the real issue which is ensuring that traffic can go up and down the canyon at all times. It is time to stop talking about the gondola and it is time to finally solve the road infrastructure. Build an effective mountain access road!!!</p>	A32.29VV
41616	Lazarev, Tamara	The gondola is NOT the solution. NO to the GONDOLA!!	A32.29VV
41605	Lazarev, Tamara	After the winter we just experienced I think the obvious solution is snow sheds and tunnels to insure the canyon can stay open in most cases. The gondola would not have been a big help this past winter because it cannot run during avalanche control. Widening the road 20 feet on the North side with an express electric bus lane would also help but not unless there are snow sheds and tunnels in place for the flow of traffic. This whole gondola proposition is now even more of a joke than it was before. Once again, in most cases, it would NOT have helped this past winter.	A32.29VV
43728	Lazenby, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Lazenby</p>	A32.3A; A32.3F
48831	Le, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Le Roy</p>	
47766	Le, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dan Le</p>	A32.3A; A32.3F
47169	Le, Duy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Duy Le</p>	A32.3A; A32.3F
41013	Le, Katrina	<p>With an estimated cost of 1 BILLION dollars of taxpayer money, the gondola would only benefit the resorts of Alta and Snowbird while causing irreparable damage to LCC. The gondola is marketed as an end-all solution when really, it is a spectacle paid by local taxpayer money to bring in tourists into an already overwhelmed canyon and more money to the big resorts. The overcrowding of the canyon is a problem and environmental concerns need to be addresses. However, the gondola is not the solution as it causes irreparable harm to the watershed. Car usage should be decreased. However, bussing solutions and car tolling solutions must be investigated first.</p>	A32.29VV
46546	Le, Khang	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Khang Le	
52235	Le, Patti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patti Le Sesne</p>	A32.3A; A32.3F
47048	Le, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Le</p>	A32.3A; A32.3F
52791	Le, Zadoc	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zadoc Le Roy</p>	A32.3A; A32.3F
51846	leach, fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, fiona leach</p>	
52637	Leak, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Leak</p>	A32.3A; A32.3F
48495	Leary, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Leary</p>	A32.3A; A32.3F
52779	leatherwood, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen leatherwood</p>	A32.3A; A32.3F
43056	Leaver, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Leaver</p>	
43080	Leaver, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Leaver</p>	A32.3A; A32.3F
51131	Leavitt, Cheyenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheyenna Leavitt</p>	A32.3A; A32.3F
50452	Leavitt, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Leavitt</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46445	Leavitt, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Leavitt</p>	A32.3A; A32.3F
52017	leavitt, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia leavitt</p>	A32.3A; A32.3F
45436	Leavitt, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Leavitt</p>	A32.3A; A32.3F
48034	LeBay, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace LeBay</p>	
51050	LeBeau, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin LeBeau</p>	A32.3A; A32.3F
42743	Lebenta, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Utah resident tax dollars should not be used to subsidize private businesses!! As a local resident, that regularly uses the canyon to ski, gondola fees or canyon toll rates have yet to be determined. I will not use the gondola as a family of four vs paying a toll to drive. Gondola solves the problems of the ski resorts and not the general population on the backs of all taxpayers.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Lebenta</p>	A32.3A; A32.3F
43263	Leberknight, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Leberknight</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46242	LeBlanc, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron LeBlanc</p>	A32.3A; A32.3F
47241	LeBlanc, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden LeBlanc</p>	A32.3A; A32.3F
55967	LeBlanc, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle LeBlanc</p>	A32.3A; A32.3F
55733	Lebovitz, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Briana Lebovitz	
53925	LeCheminant, Lisa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lisa LeCheminant	A32.3A; A32.3F
51001	Lecointre, Aimee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aimee Lecointre	A32.3A; A32.3F
48174	Leconte, Cassandra	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Cassandra Leconte	A32.3A; A32.3F
40187	LeCourt, Danielle	I am a lifetime Utahn and current resident of Cottonwood Heights. I am strongly against the gondola project for its environmental impact and suspected lack of efficacy. I think there's a better way to do this that won't create irreparable damage. I have commented on this project before, and I will again. Please prioritize the long-term health of our canyons over private profit. That's your job. Thank you.	A32.29VV
43053	Ledbetter, Garland	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garland Ledbetter</p>	
45302	Ledbetter, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Ledbetter</p>	A32.3A; A32.3F
49992	Lederer, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara Lederer</p>	A32.3A; A32.3F
55427	LeDuc, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Taylor LeDuc</p>	
54060	Lee, Cheyanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheyanne Lee</p>	A32.3A; A32.3F
43944	Lee, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Lee</p>	A32.3A; A32.3F
41591	Lee, Cody	<p>As an avid snowboarder, hiker, and climber - PLEASE reconsider using taxpayer dollars to fund a project that benefits two private companies and would only make a meaningful difference on their peak powder days.</p> <p>The gondola is a terrible solution that has far more negative impacts than it does positive. While UDOT can do a better job at increasing their bus service to/from LCC, the primary stakeholders should also be held liable for much of the demand for the canyon on peak days. I believe that Snowbird and Alta need to be controlling the situation through a more robust parking reservation system, offsetting UDOT's costs for enhanced bus services, and setting an example for the same issues that BCC is experiencing.</p> <p>The public DOES NOT want the gondola, and we urge you to reconsider the entire proposal.</p>	A32.29VV
52964	Lee, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Lee</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53088	Lee, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Lee</p>	A32.3A; A32.3F
47598	Lee, Desarae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>These mountains are our responsibility.</p> <p>Regards, Desarae Lee</p>	A32.3A; A32.3F
42105	Lee, Fordham	This is a terrible idea and a complete waste of taxpayer money.	A32.29VV
40464	Lee, Gloria	<p>As a tax-paying resident of Utah, I cannot support the Utah Department of Transportation's Final EIS in Little Cottonwood Canyon that would reduce acres of land classified as "Roadless." I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and soul restoring recreation opportunities.</p> <p>The definition of road is "a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use." It is clear that what UDOT is proposing to support the gondola, is clearly a road.</p> <p>Building gondola towers in Roadless Areas will greatly impact Little Cottonwood Canyon ecosystem - including over 1,200 plant and animal species. Can UDOT ensure that there would be no impact to any of these species? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>Inventoried roadless areas possess invaluable social and ecological benefits and characteristics that are becoming scarce with the state's fast-growing population and the nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of the Roadless Areas that mean a lot to me. Additionally, Little Cottonwood Canyon is a very important watershed, providing 15% of the culinary water to the Salt Lake Valley. Preserving this watershed becomes even more important with the reality of climate change and multi-year drought. Conserving inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would build towers, angle stations, snowsheds, and disturb delicate and important ecosystems within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas.</p> <p>The proposed gondola goes against everything the 2001 Roadless Rule is intended to do. We cannot accept that taxes being collected each month to go to a project that would permanently alter Twin Peaks, Lone Peak and White Pine Roadless Areas. I will always say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F; A32.3G
54126	Lee, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Lee</p>	
40707	Lee, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Lee</p>	A32.3A; A32.3F
44406	Lee, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Lee</p>	A32.3A; A32.3F
55324	Lee, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Julie Lee	
53579	Lee, Liberty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liberty Lee</p>	A32.3A; A32.3F
44161	Lee, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Lee</p>	A32.3A; A32.3F
52298	Lee, Macie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macie Lee</p>	A32.3A; A32.3F
43622	Lee, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Lee</p>	
46649	Lee, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Lee</p>	A32.3A; A32.3F
50875	lee, meadow	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, meadow lee</p>	A32.3A; A32.3F
48815	Lee, Merra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Merra Lee</p>	A32.3A; A32.3F
48477	Lee, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Lee</p>	
53012	Lee, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Lee</p>	A32.3A; A32.3F
54924	Lee, Stella	<p>To whom it may concern,</p> <p>I oppose you easily lobbied, brain dead, rotted politicians who hate every person in this state. If you really cared for your citizens, you'd stop trying to line your pockets and taking rights from the people.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Lee</p>	A32.3A; A32.3F
49625	Lee, Sueng	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sueng Lee</p>	
51590	Lee, Tammi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammi Lee</p>	A32.3A; A32.3F
40210	Lee, Virginia	<p>In 2001, the US Forest Service took inventory of roadless areas for their potential to be designated as an "Inventoried Roadless Area" (IRA).</p> <p>This designation prohibits road construction, road reconstruction, and timber harvesting in these areas.</p> <p>The Roadless Area Conservation Rule covers nearly 60 million acres of national forests, 4 million of which are in Utah's national forests.</p> <p>So how does a forest receive "inventoried roadless area" protections?</p> <p>It can be based on size (at least 5000 acres) or location (sharing a border with a Wilderness Area).</p> <p>Many popular areas in the Wasatch are protected under the Roadless Rule.</p> <p>If you've been to White Pine Lake, Rock Canyon, or Mount Timpanogos via the Timpooneke trailhead, you were trekking through protected roadless areas!</p> <p>The Forest Service limited road construction in these areas because of its negative impacts, such as</p> <ul style="list-style-type: none"> - habitat fragmentation and degradation, - reduced water quality for wildlife and human uses, - increased erosion and slope instability, and - increased human disturbances in remote areas (such as an increase in human-caused fires). <p>Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>These areas provide important ecosystem services and recreation opportunities with limited to no permanent road disturbance.</p> <p>They are prime habitats for bears, elk, eagles, and other unique animal and plant species.</p> <p>In short, these roadless areas possess tremendous ecological and social value that are increasingly rare as the Wasatch faces rapid development.</p> <p>Designated Wilderness areas receive the government's highest level of land protection under the Wilderness Act of 1964.</p> <p>This Act created a National Wilderness Preservation System and sought to preserve areas where "the earth and its community of life are untrammled by man, where man himself is a visitor."</p> <p>Inventoried roadless areas, on the other hand, are typically the undeveloped areas of national Forests that are either 5,000 acres or larger or bordering a Wilderness area.</p> <p>They provide clean drinking water and large, relatively undisturbed habitat for populations of threatened and endangered species.</p> <p>These areas preserve biological diversity and provide opportunities for dispersed outdoor recreation amidst a rapidly urbanizing landscape.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Before an agency can recommend an area of land to be designated Wilderness, it must first be inventoried roadless.</p> <p>So all Wilderness areas are roadless, but not all roadless areas are Wilderness.</p> <p>For example, Twin Peak, Lone Peaks, and Mount Olympus are all designated Wilderness areas AND protected by the Roadless Rule, whereas White Pine is not a designated Wilderness area but is still protected by the Roadless Rule.</p> <p>Why did UDOT release additional reports and open another comment period?</p> <p>During the EIS process, UDOT failed to fully examine the impacts of the Roadless Rule.</p> <p>The proposed gondola system would</p> <ul style="list-style-type: none"> - situate towers, - angle stations, - snowsheds, and - the clearing of vegetation <p>within one of the Wasatch's most protected area.</p> <p>These actions will negatively impact not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas.</p> <p>UDOT claims the construction of a gondola is exempt from the Roadless Rule because it isn't a road for motor vehicles, and that any associated timber cutting and removal would be incidental.</p> <p>UDOT says the snowshed may be exempt because it would promote safety against avalanche hazards.</p> <p>The Forest Service will make the final decision in its Record of Decision for the SR210 (road going up LCC) project.</p> <p>The process that UDOT is undertaking is a National Environmental Policy Act (NEPA) process and involves transportation analysis for the SR210 highway.</p> <p>Even if the gondola system isn't defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>The roadless rule, in contrast with the Wilderness Act, allows for some types of disturbances. However, we believe it is a poor interpretation that is likely to be challenged to suggest the gondola system (towers, snow sheds, angle stations and timber removal) is exempt from the Roadless Rule.</p> <p>BS.</p> <p>These areas have environmental values</p> <ul style="list-style-type: none"> - watershed, - views, - dispersed recreation, - timber, - vegetation, and - habitat. <p>These are all mandated to be protected under Roadless Rule and are inherent to Little Cottonwood Canyon. UDOT's preferred alternative would utterly destroy these values in Little Cottonwood Canyon.. UDOT must withdraw its proposed plan.</p>	
39456	Lee, Virginia	<p>The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>The Forest Plan must not include eight (8) gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Little Cottonwood Canyon.</p> <p>The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are wrongfully proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule.</p> <p>While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units:</p> <ul style="list-style-type: none"> a. it was not in these units, and b. it was not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. <p>These places need to be protected!</p>	
40033	Leecaster, Andy	<p>Heyo, I'm a climber, skier, biker, and biker that goes up into little cottonwood canyons multiple times a week and have been doing so for years. A gondola would permanently and negatively affect little by first breaching the roadless law in place on multiple parts of little by clearing timber and negatively affecting wildlife habitats, as well as changing the view and feel of such an iconic canyon that is a staple for locals and visitors to Salt Lake City.</p>	A32.3A; 32.3G; A32.3I
42908	Leecaster, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy Leecaster</p>	A32.3A; A32.3F
39652	Leeder, Beverly	<p>Seems like a great idea but too big of a tax burden on locals.</p>	A32.29VV
50407	Leeflang, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Leeflang</p>	A32.3A; A32.3F
56174	Leeflang, Pieter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I still can't believe UDOT and others are still pushing this when clearly the public doesn't want it. LCC is sacred to me like Zion canyon. Don't ruin it.</p> <p>Regards, Pieter Leeftang</p>	
40357	Leeftang, Stephen	<p>I previously took time to create a logical and comprehensive statement against the Gondola and for improved bussing service and related mouth of canyon parking. My view and arguments have not changed and my belief that the Gondola is the wrong investment are as strong as ever.</p> <p>These ongoing requests for comment feel like an attempt to tire out the overwhelmingly negative public response to UDOT plans for gondola (or widened roads for that matter). I never thought I would develop a lack of trust with UDOT and a change in my perception of it as a political entity that is not sufficiently connected to the needs and wants of the public... nevertheless that trust continues to be eroded for me personally.</p>	A32.29VV
46318	LeeMaster, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya LeeMaster</p>	A32.3A; A32.3F
54353	Lees, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Lees</p>	A32.3A; A32.3F
40465	Leetham, Sam	Keep little cottonwood gondola free! Get more busses, widen the roads. Anything but a gondola	A32.29VV
41747	Lefave, Sarah	<p>I am opposed to the Little Cottonwood Canyon Gondola. Specifically related to the 2001 roadless area conservation rule (RACR) the proposed Gondola project will permanently change the wilderness areas in Little Cottonwood and the adjacent areas including Lone Peak, Twin Peaks, and the White Pine areas. Furthermore, it will destroy wilderness recreation areas for rock climbing (a large incentive for outdoor tourism in Salt Lake City), trail running, and backcountry skiing. These mentioned area are ROADLESS and I cannot support a proposal that reduces these areas and irreversibly damages them. Claiming that the Gondola is exempt from this rule because it is not technically a "road" is misinterpretation for the benefit of a few.</p> <p>PLEASE consider other alternative before imparting permanent damage for over a billion dollars.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support other alternatives such as incentivizing carpooling, tolling, year-round and enhanced bus services, mandatory parking reservations, and required traction laws.</p> <p>Please attempt these significantly lower cost and less damaging to our wilderness or "roadless" areas prior to permanent damage.</p>	
45501	LeFever, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley LeFever</p>	A32.3A; A32.3F
53110	LeFevre, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt LeFevre</p>	A32.3A; A32.3F
53668	Lehman, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Lehman</p>	A32.3A; A32.3F
51432	lehmkuhl, Kili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kili lehmkuhl</p>	
52756	Lehnardt, Heather	<p>To whom it may concern,</p> <p>Hello! I know you have likely received countless messages and I want to thank you for taking the time to listen. I'm writing to plead with you to listen to and respect Utah taxpayers over individual business interests. I strongly oppose the Little Cottonwood Canyon Gondola project and believe we can and must come together to create a better solution.</p> <p>Heavily improving and investing in the canyon bus system or requiring prior reservations for canyon access via personal vehicle (as Alta ski resort has done with their parking lot) are both potential solutions to canyon traffic congestion that are vastly less expensive and apply to a greater number of people than the proposed gondola. It seems that the gondola will do very little to improve traffic congestion and instead will serve as a luxury architectural feat for Snowbird and Alta to boast of. The extensive damage this project could do to the natural beauty and structure of the canyon, as well as the risk to our nearby watershed, is too great a risk.</p> <p>Finally, in abiding with existing law, claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. This outright disregard for the laws in place to protect our great natural lands is frankly disturbing and breeds great mistrust in UDOT.</p> <p>I plead with you to please consider what I and many of my fellow Utahns have to say and do not allow the gondola project to go forward.</p> <p>Regards, Heather Lehnardt</p>	A32.3A; A32.3F
43519	Lehr, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Lehr</p>	A32.3A; A32.3F
52105	Leibowitz, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Leibowitz</p>	
42245	Leichliter, Peter	Please do not allow construction of the gondola towers and access roads in the areas governed by the Roadless Areas designation. The impacts are not minor, and allowing roads and timber harvesting in these areas would undermine the reasons to preserve them as roadless areas.	A32.3A
42539	Leifer, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Leifer</p>	A32.3A; A32.3F
49691	Leifson, Alisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisha Leifson</p>	A32.3A; A32.3F
46465	Leigeber, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Leigeber</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52300	Leigh, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Leigh</p>	A32.3A; A32.3F
55838	leighliter, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison leighliter</p>	A32.3A; A32.3F
50332	Leikam, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Leikam</p>	A32.3A; A32.3F
50011	Leininger, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Leininger</p>	
43209	Leishman, AlexAnna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AlexAnna Leishman</p>	A32.3A; A32.3F
53652	Leishman, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Leishman</p>	A32.3A; A32.3F
46846	Leith, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Leith</p>	A32.3A; A32.3F
48764	Leland, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Leland</p>	
44894	LeMaire, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan LeMaire</p>	A32.3A; A32.3F
49807	Leman, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Leman</p>	A32.3A; A32.3F
52529	LeMay, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla LeMay</p>	A32.3A; A32.3F
55453	Lemieux, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Lemieux</p>	
41328	Lemke, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Lemke</p>	A32.3A; A32.3F
51773	LeMmon, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire LeMmon</p>	A32.3A; A32.3F
50290	Lemmon, Kason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kason Lemmon	
41729	LeMoine, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate LeMoine</p>	A32.3A; A32.3F
41457	Lemoine, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Lemoine</p>	A32.3A; A32.3F
48687	Lemon, Forest	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Forest Lemon</p>	A32.3A; A32.3F
55043	Lemon, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Lemon</p>	
45193	Lemon, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please actually listen to the people, not the private entities.</p> <p>Regards, Matt Lemon</p>	A32.3A; A32.3F
48548	lena, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian lena</p>	A32.3A; A32.3F
45416	Lengel, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Lengel</p>	A32.3A; A32.3F
42823	Lengno, Thearayuth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thearayuth Lengno</p>	
39619	Lenhart, Christian	<p>I am supportive of UDOT's efforts to relieve congestion in the Cottonwood Canyons. My hope is that an incremental approach is taken. I prefer the option of expanded bus service, paid for by tolls on private vehicles. The quarry site at the mouth of Big Cottonwood Canyon is an ideal place for a park-and-ride facility to transfer from private vehicles to public buses. I think a TRAX connection to the quarry park-and-ride facility is also a basic requirement to give the enhanced bus option the best chance of success. Lastly, it would be fantastic if the buses could run year-round, and provide access to the trailheads during the summer and fall. That way our public investment could be return the maximum value to the taxpayers. If all these steps are taken and still don't provide enough congestion relief, I would support the gondola proposal - but not before. Thank you for your consideration!</p>	A32.29VV
42378	Lenkowski, Adam	<p>Roadless areas will be disturbed in the dozens of tower construction areas, and permanently altered. This is not acceptable.</p> <p>In regards to the additional air quality study, electric buses should also be factored in as an alternative if you are going to also calculate a diesel only fleet option.</p> <p>As a resident of Sandy Utah, and frequent recreator in little cottonwood, I will never support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3F; A32.10G; A32.3A
45403	Lennon, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Lennon</p>	A32.3A; A32.3F
43381	Lenssen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Lenssen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51127	Lentz, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Lentz</p>	A32.3A; A32.3F
55101	Lentz, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Lentz</p>	A32.3A; A32.3F
43301	Lenz, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Lenz</p>	A32.3A; A32.3F
47590	Leon, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Leon</p>	
54465	leonard, Brelynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brelynn leonard</p>	A32.3A; A32.3F
47390	Leonard, Brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenda Leonard</p>	A32.3A; A32.3F
42233	Leonard, Jeremiah	<p>I would like to provide comment on the proposal of the gondola. Reviewing the studies conducted on the resources required the transit time resulting from and the potential impact to Little cottonwood Canyon my preference and common is that the gondola not be pursued in favor of either enhanced buses or the cog rail. I think those two options in conjunction with an enforced toll on Little cottonwood Canyon would greatly reduce not only the traffic but the emission impact in the canyon. Given the quantity of people who would be using the gondola it does not seem feasible to transport the same amount of people via gondola as through any of the other options or to replace the current car traffic going into the canyon at peak hours. Wait times would be incredibly long for those folks forced to use the gondola and many would still resort to driving or taking the bus. It can only effectively minimize a small amount of privilege traffic and will not have any significant impacts on the emissions in the canyon. In addition to this there are a lot of questionable relationships between those who will receive profit from the gondola and their ties to those in the legislature pushing it, there is a massive backlash from public for this project. And it's kind of disgusting to look at how this project continues to be pushed despite no public support from any entities who do not benefit directly beat from the profits the gondola would break in.</p>	A32.29VV
53876	Leonard, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kayla Leonard	
44866	Leonard, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Leonard</p>	A32.3A; A32.3F
45943	leonardo, Joey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joey leonardo</p>	A32.3A; A32.3F
47710	Leone, Alana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alana Leone</p>	A32.3A; A32.3F
42676	Leonhardt, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Leonhardt</p>	
48188	Leoni, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Leoni</p>	A32.3A; A32.3F
54712	Lepore, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Lepore</p>	A32.3A; A32.3F
41660	Lequient, Magali	<p>The proposed gondola would directly violate the Roadless Rule and negatively impact wilderness areas.</p> <p>In addition, please look at the science: economically it does not make sense, environmentally it would be a disaster, it is absurd to think that you will solve traffic as all the cars will get to the gondolas all at once before 9am, then there is the cost of maintenance and what if an evacuation is needed.</p> <p>There are far superior options, less costly and with better outcome.</p>	A32.3A
49729	Leslie, Rhianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rhianna Leslie	
39374	Lester, Julia	<p>As a tax-paying Utah citizens who appreciate the natural wonders of the Wasatch & especially Little Cottonwood Canyon, we object to impingement of proposed gondola setup into not one but three LCC protected roadless areas.</p> <p>We've asked UDOT repeatedly over the past almost thirty years to expand bus service—more buses running more frequently (for example, every ten minutes during peak winter traffic times) to get year-round snow riders, hikers, climbers & resort visitors up & down the steep, deep LCC efficiently.</p> <p>Who wants the gondola? The resorts of snowbird & Alta plus developers tied to Utah politicians.</p> <p>Who doesn't want the gondola, especially with proposed infringement upon protected roadless areas in LCC? Most everyone else, especially the taxpayers who'd foot the massive bill for the suggested gondola which would only enrich politically-connected developers like Wayne Niederhauser & the snow resorts.</p> <p>Shelve the gondola plan & work on enhanced bus service, as requested by most Utah citizens.</p>	A32.3A
40335	Leta, David	The "gondola option" for LCC does not consider all of the resulting adverse environmental impacts and will be more detrimental from both an environmental and practical perspective than the enhanced road + bus option. The adverse impacts include, among others: permanent impairment of the "view shed" all along the canyon in all seasons; inability to operate the gondola in high wind conditions; increased traffic congestion and delays at the loading base of the gondola; inadequate parking at the base of the gondola and the inability to use multiple, disbursed parking locations to minimize traffic congestion. On the other hand, the enhanced road + bus option uses existing infrastructure, can be easily modified to address changing demands, can employ disbursed parking locations at the base of the canyon, or at greater distances from the base, to park vehicles and load passengers onto buses, can use multi-purpose electric busses, that can be used for other purposes at other locations during non-winter months or during non-peak times; and can be combined with other traffic-easing incentives to improve traffic flow, such as snow sheds along avalanche pathways to permit traffic flow even during avalanche threats and the imposition of tolls and fines on individual car traffic. The gondola option is not in the public best interest nor is it a wise use of public resources. I adamantly oppose the gondola option.	A32.29VV
44308	Letai, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Letai</p>	A32.3A; A32.3F
55417	Letchford, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Letchford</p>	A32.3A; A32.3F
52433	Leto, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Leto</p>	
51493	Lett, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Lett</p>	A32.3A; A32.3F
41825	Letts, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Letts</p>	A32.3A; A32.3F
41219	Lettween, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jessica Lettween	
53083	Leu, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Leu</p>	A32.3A; A32.3F
55482	Leuluai, Tryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tryce Leuluai</p>	A32.3A; A32.3F
39697	LeValley, Carolyn	Absolutely, DO NOT support the gondola! STOP trying to push your agenda!	A32.29VV
55013	Leveaux, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Leveaux</p>	A32.3A; A32.3F
47151	Levensaler, Randy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randy Levensaler</p>	
51564	Lever, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Lever</p>	A32.3A; A32.3F
53464	Lever, Britta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britta Lever</p>	A32.3A; A32.3F
44916	Lever, Kade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kade Lever</p>	A32.3A; A32.3F
50326	Leveratto, Sofi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofi Leveratto</p>	
52467	Levesque, AnneJeanette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AnneJeanette Levesque</p>	A32.3A; A32.3F
53507	Levet, Mayzee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mayzee Levet</p>	A32.3A; A32.3F
56012	Levin, Sebastien	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Based on the information I have reviewed, the gondola will not improve traffic congestion and it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sebastien Levin</p>	
47209	Levine, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Levine</p>	A32.3A; A32.3F
45574	Levine, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Levine</p>	A32.3A; A32.3F
52727	Levine, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Levine</p>	A32.3A; A32.3F
47047	Levitt, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Levitt</p>	
55166	Levy, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Levy</p>	A32.3A; A32.3F
53827	Levy, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Levy</p>	A32.3A; A32.3F
45743	Lewandowski, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Lewandowski</p>	A32.3A; A32.3F
47242	Lewandowski, Tommy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tommy Lewandowski</p>	
53271	Lewis, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Lewis</p>	A32.3A; A32.3F
47207	Lewis, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Lewis</p>	A32.3A; A32.3F
39776	Lewis, Brian	<p>No gondola please. The citizens of Utah have overwhelmingly rejected this boondoggle to provide welfare to two immensely profitable corporations. The maintenance estimates could not possibly keep this running. The gondola utterly fails to solve the congestion issue and creates an blight on the canyon. A railway line from the current (N/S) light rail line up LCC to Brighton, then Park City. Now that would solve problems. Just bring in Seattle's big Bertha</p>	A32.29VV
54955	Lewis, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brittany Lewis</p>	
44571	Lewis, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Lewis</p>	A32.3A; A32.3F
47055	Lewis, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Lewis</p>	A32.3A; A32.3F
45913	Lewis, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Lewis</p>	A32.3A; A32.3F
51737	Lewis, Ginger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ginger Lewis</p>	
52556	Lewis, Graham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Lewis</p>	A32.3A; A32.3F
46964	Lewis, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Lewis</p>	A32.3A; A32.3F
54251	Lewis, Jayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayla Lewis</p>	A32.3A; A32.3F
48339	Lewis, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Lewis</p>	
46070	Lewis, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Lewis</p>	A32.3A; A32.3F
52643	Lewis, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Lewis</p>	A32.3A; A32.3F
50623	lewis, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexie lewis</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53568	Lewis, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Lewis</p>	A32.3A; A32.3F
41850	Lewis, Lorin	<p>The Gondola is too costly, and it is a solution that destroys the beauty of the canyon. It would affect all Utah taxpayers including all those who never use the canyon. A more simple solution of expanded bus lanes and service, and even avalanche tunnels or barriers would allow better access during dangerous avalanche conditions. The gondola would destroy peoples homes and neighborhoods. It is a solution that would go unused most of the year. Too costly, too environmentally damaging, and THE MAJORITY OF UTAHNS DON'T WANT IT!!! LISTEN TO US!!!</p>	A32.29VV
46114	Lewis, Melina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melina Lewis</p>	A32.3A; A32.3F
45848	Lewis, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Lewis</p>	A32.3A; A32.3F
44361	Lewis, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Lewis</p>	
44530	Lewis, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Lewis</p>	A32.3A; A32.3F
40900	Leyva, Leticia	I am against this project for the risks put on the watershed and wildlife preservation in this area.	A32.29VV
44252	Li, Minghao	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Minghao Li</p>	A32.3A; A32.3F
44191	Lia, YU	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, YU Lia</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46352	Liang, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Liang</p>	A32.3A; A32.3F
42906	Liao, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Liao</p>	A32.3A; A32.3F
40122	Liapis, Matt	No Gondola. Avalanche sheds first. Reversible lane with increased bus service.	A32.29VV
49241	Libed, Braysen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braysen Libed</p>	A32.3A; A32.3F
50913	Libert, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Libert</p>	
46269	Libre, Ulla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I have lived in this canyon my entire life. It is my home. The gondola would ruin my parent's livelihood and destroy the community of Alta. It is a selfish use of taxpayers money - a poorly disguised method to not only make skiing less accessible but to decimate the canyon's ecosystem.</p> <p>Regards, Ulla Libre</p>	A32.3A; A32.3F
52512	Librett, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Librett</p>	A32.3A; A32.3F
44959	Lichty, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>Furthermore to Spend that amount of tax payer dollars to benefit 2 private entities is absolutely absurd. The only burden taxpayers should bare some burden is better and more parking at the base of the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Lichty</p>	
52732	Licona, Daisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daisy Licona</p>	A32.3A; A32.3F
49599	Liddiard, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Liddiard</p>	A32.3A; A32.3F
39554	Liebergesell, Maggie	<p>Hydrogen buses! Use the land at the bottom for a hydrogen fueling station. Why are your plans focused on gas and diesel?! Germany has hydrogen buses everywhere. Run the buses every 20 min and use a timer check in system like museums do.</p> <p>UDOT should never have done the EIS. Conflict of interest. That's the job of the Forest Service</p>	A32.29VV
42765	lieberman, ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please. We are all begging you to stop this.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, ash lieberman</p>	
53864	Liechti, Nico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nico Liechti</p>	A32.3A; A32.3F
47905	Liechty, Joe	<p>To whom it may concern,</p> <p>I do not support the Little Cottonwood Canyon Gondola project. I urge UDOT to follow a lower cost, less impactful plan to reduce traffic congestion in the canyon. I have read UDOT's proposal and done some math on my own time and come to the conclusion that the gondola will not improve access to the beautiful canyon that is so precious to us in the Salt Lake and Utah Valley areas. Much of the space in Little Cottonwood Canyon is already designated as wilderness areas or roadless areas. Preserving the natural beauty of this incredible area should be a top priority. I am confident that building a gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>As someone who frequently enjoys skiing in the canyon, I have noticed over this past year that the issues I have faced with traveling up the canyon have almost always been related to canyon closures due to avalanche danger (grateful to all the UDOT workers still putting in long hours to clean up the canyon as I write this). During these times, most of the good skiing is not open at resorts anyway and skiing in the backcountry is not very smart for the same reasons that the road is closed. I cite the bridal veil tram in Provo Canyon when I say that I am not confident that a gondola would be immune to the effects of avalanches in the canyon, especially during a very dangerous spring avalanche cycle like the one that we are having now.</p> <p>The other times that I have faced delays traveling up the canyon have been when there are accidents on the road due to poor road conditions. Usually, the traction law is in effect during these times, but I have never been stopped to be inspected by anyone to make sure that I have the appropriate vehicle/tires/chains for the conditions. This season at Snowbird I was interlodged and when leaving the resort at 8 pm, I found myself behind a Town & Country minivan with a California plate and no snow tires. The minivan was struggling to make it up a small hill, slowing down the traffic and swerving from side to side as it tried to make ground. Despite it not moving forward, the driver would not pull over. Instead, they continued to give it the gas, blocking the road and making travel more dangerous for everyone else.</p> <p>I had a very different experience driving over Donner Pass a few weeks prior to that. We were stopped by a road worker who inspected our tires and then let us continue on the snowy road after he was satisfied that we had a vehicle capable of safely driving in those conditions. I have always been disappointed in UDOT's lack of enforcement of the traction law, mostly because people who violate it pose a danger to me, my friends, and my family when we are traveling in the canyons.</p> <p>I have worked as a river guide in some of the most pristine pieces of wilderness we have left in the US, such as the Frank Church River of No Return Wilderness in Idaho. I have seen firsthand the effects that being in such a space has on people and I will be forever changed by the effect that it has had on me. Our backcountry skiing community polices each other very strictly to make sure that we follow leave no trace principles. I regularly pick up any litter I find while</p>	A32.3G; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>out in the canyon (either at a resort or in the backcountry). We do this because we love the feeling of remoteness, solitude, and beauty that is found there. We want to preserve that for ourselves and for others.</p> <p>In the past few years there has been a boom in participation in outdoor recreation, which has come with some growing pains. A lot of that boom was driven by the COVID 19 pandemic. Already we are starting to see a leveling off of that boom. A gondola seems like a very invasive, expensive overreaction.</p> <p>I will not support a proposal that would reduce acres of land that are classified as "Roadless". I am sure that there is a lot of lobbying and pressure from the Alta and Snowbird to build the gondola, but, as a taxpayer, I have no interest in paying for the project. I do not want my money to go towards something that will mar the natural beauty of LCC. I am not confident that a gondola will improve canyon access for anyone (resort or non-resort users).</p> <p>Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. The purpose of wilderness areas is that they are untouched, left in their pristine beauty. In some ways it is almost a shame that there is a road up the canyon and that ski resorts are allowed to operate there. A gondola will be there forever, whether or not it ends up being a viable mode of transportation up the canyon. No one in any of my circles of friends and acquaintances has voiced support for this idea when I have spoken with them about the idea.</p> <p>I think that a gondola would only be effective if the road was closed during the times that the gondola was running, but that would mean that people wanting to access parts of the canyon not inside the ski resort boundaries would be unable to do so. Because I am not confident that a gondola would provide better access to the canyon, I support other lower-cost solutions that utilize our existing infrastructure.</p> <p>Ways to improve access that I support include the following: Improved bus service (including more buses during peak hours, more stops, and increased bus driver pay/benefits), toll booths at the bottom of the canyon for occupancy-based tolling on peak days (to incentivize carpooling), enforcement of the traction law (to reduce accidents and protect drivers), park and rides located further away from the congestion points (so that they are accessible without having to wait in canyon traffic), and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Liechty</p>	
41192	Lieser, Annabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabel Lieser</p>	A32.3A; A32.3F
50255	lietti, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda lietti</p>	
50266	lietti, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma lietti</p>	A32.3A; A32.3F
50519	lignugaris-kraft, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin lignugaris-kraft</p>	A32.3A; A32.3F
50666	Liljenquist, Marianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Marianne Liljenquist</p>	
50302	Liljenquist, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Liljenquist</p>	A32.3A; A32.3F
41252	Liljestrand, Dane	<p>I don't see how the Gondola solution would help with capacity concerns in the Canyon and have not read or heard a satisfying answer. As long as there are available parking spaces at Alta and Snowbird, I believe drivers will park there. A parking fee or toll seems inconsequential when you already pay hundreds for a lift ticket or thousands for a pass, and \$20 for lunch. If you have the finances to pay resort prices, you likely can afford to pay for parking.</p> <p>Parking is the current limiting factor in the number of people in the canyon. If you have the same number of spots, paid or free - they will fill up, and you have the same number of cars in the canyon. So a 3k per hour gondola would only add customers on top of that baseline.</p> <p>The main benefit, then, from a gondola is that it allows travel up the canyon during avalanche cycles, which is great for us powder chasers. However, is it really a good idea to send 10,000+ people up a canyon with avalanche danger to potentially be stranded, with the only safe exit being a gondola? Or is this more just additional revenue for Snowbird and Alta?</p> <p>In the current Spring 2023 avalanche season we're having where the canyon road has been closed for the majority 2+ weeks, do we really want a system that could send thousands of people into the mountains, including backcountry users who otherwise would have no access to the high-risk terrain?</p> <p>I am an avid backcountry and resort skier and frequent Little Cottonwood Canyon year-round, and am a civil engineer by trade. Though I struggle to see the benefits of this solution and wonder what the real purpose of a gondola would be.</p> <p>Thank you for considering my comment.</p>	A32.29VV
53509	Lillis, Geneva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Geneva Lillis</p>	A32.3A; A32.3F
54493	Lim, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Lim</p>	
44726	Lima, Bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bella Lima</p>	A32.3A; A32.3F
45408	Lima, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Lima</p>	A32.3A; A32.3F
42120	Lincoln, Laura	<p>The gondola proposal would impact not one, not two, but three roadless areas in and around Little Cottonwood Canyon. The 2001 legislation meant to protect these areas cannot be disregarded. I'm very concerned about the impacts to plant and wildlife that will result from the gondola construction and operation. Please reconsider this proposal in light of the roadless areas impact!</p>	A32.3A; A32.3F; A32.3H
50620	Lind, Hannabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannabeth Lind</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41044	Lind, Marc	As a Utah resident, I am strongly against the development of the gondola.	A32.29VV
41409	Lind, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Lind</p>	A32.3A; A32.3F
48678	Lindau, fabian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, fabian Lindau</p>	A32.3A; A32.3F
51884	Lindbloom, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Lindbloom</p>	A32.3A; A32.3F
51059	Lindeman, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Lindeman</p>	
46074	Lindemuth, Noe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noe Lindemuth</p>	A32.3A; A32.3F
41582	Linderud, Jared	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Technology is rapidly changing and this solution fails to provide a future proof solution when electric vehicles and autonomous ride sharing is the norm. We risk destroying a natural wonder for a costly experiment.</p>	A32.3A; A32.3F
48484	Lindgren, Mats	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mats Lindgren</p>	A32.3A; A32.3F
45329	Lindh, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Lindh</p>	
51391	Lindhardt, Kamilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamilyn Lindhardt</p>	A32.3A; A32.3F
47293	lindhardt, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha lindhardt</p>	A32.3A; A32.3F
51158	Lindholm, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Lindholm</p>	A32.3A; A32.3F
44231	lindland, celina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, celina lindland</p>	
53042	Lindley, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Lindley</p>	A32.3A; A32.3F
52868	Lindley, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Lindley</p>	A32.3A; A32.3F
46461	Lindner, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Lindner</p>	A32.3A; A32.3F
49813	lindorf, Josh	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh lindorf</p>	
42083	Lindquist, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Lindquist</p>	A32.3A; A32.3F
47696	Lindquist, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Lindquist</p>	A32.3A; A32.3F
47344	Lindquist, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nathan Lindquist	
53176	Lindsay, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Lindsay</p>	A32.3A; A32.3F
50444	Lindsay, Cayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cayden Lindsay</p>	A32.3A; A32.3F
50512	Lindsay, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Lindsay</p>	A32.3A; A32.3F
53207	Lindsay, Lena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lena Lindsay</p>	
45557	Lindsey, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Lindsey</p>	A32.3A; A32.3F
42409	Lindsey, Karen	<p>I 1000% do NOT support the wrongful manipulation of the of the Roadless Rule to attempt to exempt the proposed gondola project from it. Gondola absolutely should NOT be exempt it is permanent, intrusive and will have a negative impact on watershed plant and animal communities and will be in direct conflict with the preservation of these areas that are indeed precious a vital which is the reason the roadless rule is also in place. let's not be looking for reasons to violate what it mandates to create a horrific structure that will service only a small few at a price even far greater than the ridiculous amount it will cost (paid for by unwilling masses) this is WRONG.</p>	A32.3A; A32.3F
41953	Lindsey, Kelley	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon that meets more of the citizens of Utah's goals. This project will not improve traffic, and it will permanently negatively alter our wilderness areas that are used daily by so many Utahns. It is not acceptable.</p> <p>I do not support a proposal that would reduce so much land that is used daily by non-resort users, which would come at a great cost to all Utahns and it only benefits those who can afford to go to Snowbird and Alta. This proposal in is complete violation of the "roadless rule", claiming that the gondola is exempt from the "roadless rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I would support lower cost solutions that also uses existing infrastructure, such as increased bus service, occupancy based tolling, and mandatory parking reservations at resorts.</p>	A32.3A; A32.3G
52093	Lindsey, Kierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kierra Lindsey</p>	A32.3A; A32.3F
48631	Lindstrom, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elijah Lindstrom</p>	
39752	Lindstrom, Isaac	<p>The gondola will have negative impacts on the roadless areas. The wilderness value will be damaged due to the visibility of the gondola. The gondola will negatively effect our watershed. The gondola is bad. Period. Shame on you UDOT.</p>	A32.3F; A32.3I
49179	Linebaugh, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock Linebaugh</p>	A32.3A; A32.3F
40005	Lines, Leo	<p>Don't do any of the current suggestions. For 2 hours in the morning have the road be one way up to the ski resorts and then have a 2 hour one-way down the canyon when the skiers start to go home. This will save millions of dollars and will solve the problem.</p>	A32.29VV
48178	Linford, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Linford</p>	A32.3A; A32.3F
46363	Linford, Celia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Celia Linford</p>	
50768	Linford, Evelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evelyn Linford</p>	A32.3A; A32.3F
55132	Ling, Phyllis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phyllis Ling</p>	A32.3A; A32.3F
45977	Lingard, Corinne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corinne Lingard</p>	A32.3A; A32.3F
43789	Lingle, Amanda	<p>To whom it may concern,</p> <p>This gondola does not make sense. It is not an effective way and also greatly destroys a beautiful canyon and puts our already scare water at harm. Please do not destroy a Utah treasure.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Lingle</p>	
40191	Lingwall, Leisa	<p>Building the Gondola will not change any of the problems we have now in our canyon and there are other cheaper options available that will make a difference. And the cost to ride the gondola will be prohibitive as well.</p>	A32.29VV
56100	Linkenheil, Charles	<p>To whom it may concern,</p> <p>Stop this stupid gondola project. It will only benefit two mega private businesses and damage the environment! Please spend the tax dollars conserving the environment rather than destroying it. Just fund 10x more city busses from SLC to the resorts, and make them electric. Much better solution.....</p> <p>Regards, Charles Linkenheil</p>	A32.29VV
47137	Linkoski, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Linkoski</p>	A32.3A; A32.3F
53704	Linner, BB	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BB Linner</p>	A32.3A; A32.3F
50863	Linscott, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Linscott</p>	
44544	Linscott, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Linscott</p>	A32.3A; A32.3F
41150	Linton, James	<p>I'm concerned about the supposedly "objective, data driven" approach to deciding whether or not the final eis warrants the building of a massive project or simply enhancing buses, or none of the above. It seems to me that it is subjective, rather than objective, to decide which data points to pay attention to and which to ignore, and the decision process should reflect that and not present itself as some objective, impersonal affair. It also is concerning because any "data-driven" approach ignores things that are not very well represented in data but still important to UDOT and users of the cottonwood canyons, such as the visual appeal or the wilderness feel of the canyon. It would be simple to choose data points to support the building of a gondola (especially using "projected" data points) that in reality ignore much of the cost and exaggerate benefits, all while presenting themselves as "objective" and thereby taking the decision out of the hands of locals who largely want no gondola or train, or even road widening. If nothing else, please consider that data in your "data-driven" report.</p>	A32.29VV
46611	Lipina, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Lipina</p>	A32.3A; A32.3F
54698	Lipka, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Lipka</p>	
40488	Lipp, Brayden	Gondola would ruin the beauty of the whole canyon for profits over an easy solution of buses	A32.29VV
42361	Lipson, Arthur	No gondola towers in roadless designated areas.	A32.29VV
41340	Liptrot, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Liptrot</p>	A32.3A; A32.3F
55089	Lipyaneck, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Lipyaneck</p>	A32.3A; A32.3F
41485	Lipzinski, Corliss	I am against building the gondola system because I think the state should have a progressive approach to the traffic congestion in the canyon. Spending the millions/billions of dollars it would take to build and maintain the gondola is prohibitive and without consideration of a more ecological and less damaging system to transport people up and down the canyon. Common sense plans like the use of EV buses and scheduling standards to accommodate the finite number of skiers going up and down the canyon seems to be a much better plan than damaging the wilderness with a multitude of towers and structures that only benefit the private companies at the top of the mountain. Also, restrict the number of vehicles and skiers. The resorts know their capacity. When they are full the venue is sold out. This year has been an exceptional year, but it has been only one out of the last 20 or more years. Please plan a common sense approach that will benefit a broader range of the states' residents and not just a select few.	A32.29VV
53748	Lis, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Lis</p>	
54470	Lish, Lori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lori Lish</p>	A32.3A; A32.3F
42059	Lister, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Lister</p>	A32.3A; A32.3F
43120	Lister, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Lister</p>	A32.3A; A32.3F
41312	Liston, Olive	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olive Liston</p>	
49050	Liston, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Liston</p>	A32.3A; A32.3F
54696	Litchford, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Litchford</p>	A32.3A; A32.3F
47303	Littauer, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Littauer</p>	A32.3A; A32.3F
39993	Littig, Pam	Please consider this area to remain roadless. The gondola is a travesty, a luxury for the rich, that will ruin the beauty and roadless areas, in the canyon.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52880	Little, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Little</p>	A32.3A; A32.3F
55252	little, ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ashlyn little</p>	A32.3A; A32.3F
44811	Little, Colleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colleen Little</p>	A32.3A; A32.3F
41865	Littlefield, Alexander	I'm opposed to the gondola. There are much cheaper, less destructive, and more useful ways so solve this problem	A32.29VV
46346	Littrell, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Littrell</p>	
52519	Litwin, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Litwin</p>	A32.3A; A32.3F
52228	Liu, Danju	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danju Liu</p>	A32.3A; A32.3F
46240	Liu, Hongying	<p>To whom it may concern,</p> <p>I am a local resident of Little Cottonwood and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hongying Liu</p>	A32.3A; A32.3F
55623	lively, Corbin	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corbin lively</p>	
44564	Livengood, Glenn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Glenn Livengood</p>	A32.3A; A32.3F
51528	Livezey, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Livezey</p>	A32.3A; A32.3F
51198	Livingston, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Angela Livingston	
50888	Livingston, ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ava Livingston</p>	A32.3A; A32.3F
49887	Livingston, Brooklynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklynn Livingston</p>	A32.3A; A32.3F
52967	Livingston, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Livingston</p>	A32.3A; A32.3F
39705	Livingstone, Scot	Please no gondola. It' It won't help with traffic and only serves two businesses. It's not a public works project. I live in big cottonwood	A32.29VV
40200	Livnat, Laura	Stop the gondola. I don't want my tax money going to corporate welfare. If Snowbord and Alta want this let them Pay for it.	A32.29VV
39673	Livnat, Laura	No to the gondola. This environmentally destructive plan is just a give away to 2 resorts and I don't want to pay for it. Our legislators are currently talking about outlawing snowboards. Exactly who will ride this corporate welfare boondoggle. Increase bus service as the permanent solution.	A32.29VV
49805	Liwanag, Kaiya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaiya Liwanag</p>	
51529	Lizana, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Lizana</p>	A32.3A; A32.3F
52761	Llavina, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Llavina</p>	A32.3A; A32.3F
51679	Llavina, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Samuel Llavina</p>	
53299	Lloyd, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Lloyd</p>	A32.3A; A32.3F
49581	Lloyd, Auvi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Auvi Lloyd</p>	A32.3A; A32.3F
48980	Lloyd, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Lloyd</p>	A32.3A; A32.3F
52463	Lloyd, Cynthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cynthia Lloyd</p>	
53440	Lloyd, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Lloyd</p>	A32.3A; A32.3F
51702	Lloyd, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Lloyd</p>	A32.3A; A32.3F
45038	Lloyd, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Lloyd</p>	A32.3A; A32.3F
51923	Lloyd, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Lloyd</p>	
46779	Lloyd, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Lloyd</p>	A32.3A; A32.3F
40010	Lloyd, Jacob	<p>I am pleased to add an additional comment on the infringement of the gondola on IRAs. Enhanced bus service with no change to the road is an option that allows for preservation of all IRAs and should be the preferred option. Presenting the small percentage of area affected by the gondola is truth, but the acreage involved is a better measure of the affected land. The citizens of Salt Lake County have walked these vast spaces. We know the IRAs are huge. That is their value. Please don't pander to the people by emphasizing the percentage area spared by the gondola's destruction. Don't mourn that it may take extra minutes to arrive at precious recreation. Rather, let's preserve the places where we can recreate. I implore UDOT to leave IRAs unaffected and choose the enhanced bus option on the rare days when the canyon needs it. I am opposed to UDOT's current course of action, but I would like to agree with this sentence in your official documentation: "It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum." It is clear to all of us submitting comments that allowing the will of the people to play a role in the decision would have led to dramatically different results. It is with a voice of resigned futility that I state: Supplemental information quantifies the gondola's measurable interference in IRAs. The gondola plan should be rejected.</p>	A32.3A; A32.3F
39883	lloyd, jim	<p>I think the only viable option is the gondola. I drive SR210 2-3 times a week during the ski season and would gladly use the gondola, I will not ride the bus. In the summer months I would ride the gondola 1-2 times a week.</p>	A32.29VV
42230	Lloyd, Randee	<p>Strongly opposed to a gondola! Please do not ruin our beautiful canyon with a giant machine that will only benefit a few and only on limited days. More busses! Zion Na. Park made it happen and I'm sure we can, too. No gondola.</p>	A32.29VV
51593	Lloyd, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Lloyd</p>	A32.3A; A32.3F
52326	lloyd, steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, steven lloyd</p>	
42387	Lloyd, Warren	<p>As a SLC resident and 4th generation property owner at Wasatch Resort in Little Cottonwood Canyon, it has become increasingly clear that the gondola is a bad idea that will not address our real transportation issues in the canyon, and is an affront to the idea of conservation of our canyon as both wilderness and resource for our souls</p>	A32.29VV
51554	Lobatto, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Lobatto</p>	A32.3A; A32.3F
49238	Loberg, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Loberg</p>	A32.3A; A32.3F
40697	Localio, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Charlotte Localio	
54807	Locke, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Locke</p>	A32.3A; A32.3F
50580	Lockwood, Haydn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haydn Lockwood</p>	A32.3A; A32.3F
54195	Lockwood, Jaren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaren Lockwood</p>	A32.3A; A32.3F
39387	Lockwood, Kevin	<p>Listen to the public, 61% of comments are against the Gondola.</p> <p>https://kutv.com/news/2news-investigates/public-comments-show-majority-of-people-against-gondola-in-little-cottonwood-canyon</p> <p>Don't be scummy government skills.</p>	A32.29VV
43013	Lodmell, Ashley	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Lodmell</p>	
55717	Loeb, SuAnne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, SuAnne Loeb</p>	A32.3A; A32.3F
51907	Loeffler, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Loeffler</p>	A32.3A; A32.3F
42923	Loero, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lucas Loero	
45938	Loewen, Theresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theresa Loewen</p>	A32.3A; A32.3F
49837	Loewy, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Loewy</p>	A32.3A; A32.3F
39279	Lofgran, Taunya	I think the gondola is a great idea. I like that it has less of an impact on the canyon (widening roads is a horrible idea) and I think it will be fun and not nearly the eye sore some people complain about.	A32.29VV
51885	Lofley, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Lofley</p>	A32.3A; A32.3F
49195	Logan, Francis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francis Logan</p>	
39880	Logan, James	<p>We need to complete studies with resort parking lot attendants. I've done so myself this year as I run the Wasatch carpooling group. I'm very consistently hearing that on any given day, 40 to 60% of vehicles have two or less people. I think this is very important information to know because tolling alone could very well have a much greater impact than originally anticipated as people are more willing to take buses and carpool. If we are going to toll, which I fully support, I feel strongly that there should be an affordable option for full-time Utah residents.</p>	A32.29VV
39882	Logan, James	<p>Regardless of what enhanced bus service looks like, we absolutely need to move to more buses with sitting only allowed. The fact that the general sentiment is that you will be standing all the way home from the resort to the parking ride at the end of a long ski day is exactly what keeps so many people from wanting to ride the bus. If you have not ridden the bus down after a busy day, I absolutely recommend that anybody involved in these decisions do so. It is actually pretty miserable. If everybody who would potentially ride the bus KNEW they were guaranteed a seat within a 30 minute wait even during busy times, far more people would be willing to ride the bus. This would also make it much more family-friendly, which right now it absolutely is not. I have no kids but can tell you right now, it looks like it would be a nightmare trying to bring a few young kids with me on the current ski bus which I do ride regularly.</p>	A32.29VV
45793	Logan, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Logan</p>	A32.3A; A32.3F
49297	Lohse, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Lohse</p>	A32.3A; A32.3F
53250	Loiseau, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy Loiseau</p>	
50441	Lokeni, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Lokeni</p>	A32.3A; A32.3F
43925	Lollar, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Lollar</p>	A32.3A; A32.3F
42869	Lombardi, Shana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shana Lombardi</p>	A32.3A; A32.3F
49226	Lomen, Martina	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martina Lomen</p>	
56344	Lommele, Stephen	<p>To whom it may concern,</p> <p>I am against the construction of the Little Cottonwood Canyon Gondola. I ask you to please consider a lower cost, less disruptive, and more accessible alternative to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>The Gondola will also fail to move an adequate number of visitors to the resort and will require significant development and parking resources at the mouth of the canyon.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Lommele</p>	A32.3A; A32.3F
39668	London, Aaron	<p>The preferred alternative violates the roadless rule and will be clearly visible from wilderness areas diminishing the quality of those areas permanently.</p>	A32.29VV
49126	Londono, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Londono</p>	A32.3A; A32.3F
54186	Loneman, Mila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mila Loneman</p>	
50800	Lonergan, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Lonergan</p>	A32.3A; A32.3F
47473	Lonergan, Rian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rian Lonergan</p>	A32.3A; A32.3F
54390	Loney, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Loney</p>	A32.3A; A32.3F
53442	Long, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Long</p>	
52029	Long, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Long</p>	A32.3A; A32.3F
44891	Long, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Long</p>	A32.3A; A32.3F
51382	Long, Leanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leanna Long</p>	A32.3A; A32.3F
44890	Long, Melinda	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Long</p>	
43794	Long, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Long</p>	A32.3A; A32.3F
39485	Long, Trevor	<p>Who is paying for this when it only supports skiers for only part of the year? Who is profiting? I understand the greed and corruption in this state is blatant and you aren't listening to any of these comments. You made the decision to proceed years ago so a few you can profit and steal from taxpayers.</p>	A32.29VV
43465	Longaker, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Longaker</p>	A32.3A; A32.3F
41561	Longe, Dash	<p>Very concerned about cost, timeline and overall usage of the Gondola. There has to be a better solution.</p>	A32.29VV
41563	Longe, Jamie	<p>I am very concerned about the roads required for construction and maintenance of the gondola towers. The disturbance to the watershed will be significant and these roads will require year round road upkeep to allow for continued maintenance and possible evacuation of passengers in the case of an emergency or malfunction. The fact that this is supposed to occur in a roadless area is even more concerning and sets a precedent for further violations. The air quality issue will be a significant problem for the residents at the mouth of the canyon with idling cars waiting to enter a parking facility. This will cause a bottleneck worsened by weather conditions and interlodge as we have seen this year.</p>	A32.3H
40102	Longe, Nicholas	<p>The supplemental EIS gives a rose lense view of the gondola options and already shows evidence of scope creep. The fact that it will have such a large impact on the 3 IRAs in addition to the overall canyon use, watershed, and wildlife and only benefit the 2 resorts and only be in use during the winter is an unacceptable use of public resources. The fact that, according to this supplemental information, the original final EIS incorrectly described the impact on different areas is the first evidence of scope creep that will only increase throughout the project. In the description, they state that all materials will be craned in or helicoptered in for remote tower sites which is an idiotic use of resources and will impact the area beyond the estimates just from personnel and equipment travel to and from the site. The snow sheds, bus expansion, and bus lane, all benefit a larger portion of the community</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		and will have a smaller long term detriment on the canyon. The bus lane even has the benefit of being used as a bike lane in the summer which is a massive boon due to the extremely tiny shoulders currently on the canyon road. The supplemental EIS already points to the creeping expansion of the gondola scope, and from its description, it is already an unacceptable impact on the canyon for the short season of use it will experience, the small section of canyon users it will benefit, the fact that it is only tailored to 2 business but still will cost >\$500 million at conservative estimates to say nothing of what it will cost the public to use the system they have already paid for with taxes. Overall, the gondola does not make sense regarding economics, environmental impact, recreation, or public benefit and would be irresponsible to implement.	
52530	Longhurst, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Longhurst</p>	A32.3A; A32.3F
51634	Longhurst, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Longhurst</p>	A32.3A; A32.3F
40833	Longson, Gray	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gray Longson</p>	A32.3A; A32.3F
53269	Longstaff, Aline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aline Longstaff</p>	
41362	Loomis, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Loomis</p>	A32.3A; A32.3F
50268	Loomis, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Loomis</p>	A32.3A; A32.3F
52265	Loomis, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Loomis</p>	A32.3A; A32.3F
50139	Loomis, Morgan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Loomis</p>	
50820	Loomis, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Loomis</p>	A32.3A; A32.3F
48989	Loram, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Loram</p>	A32.3A; A32.3F
47274	Loosle, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ashlyn Loosle	
53742	Lopansri, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Lopansri</p>	A32.3A; A32.3F
53216	Lopansri, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Lopansri</p>	A32.3A; A32.3F
44730	Lopata, Keilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keilly Lopata</p>	A32.3A; A32.3F
55803	Lopez, Bethany	<p>To whom it may concern,</p> <p>In the strongest language possible, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy beloved rock climbing areas, and disrupt running,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>backcountry skiing and hiking in the area—all things the public is completely entitled to enjoy on our lands.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few individuals patronizing the for-profit resorts at taxpayers' cost. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. It also ignores the infrastructure that will support the towers, such as service roads and the inevitable destruction that will take place as the towers are installed.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>We already have busses. All we need to do is improve the system—higher frequency, low (or free) cost, long hours of availability. Make the busses irresistible--make them less expensive and less of a hassle than driving. THEN the traffic problem will be alleviated once and for all.</p> <p>But even if it weren't—even if we had no human-made solution to solve the congestion—I'd argue it STILL would not be worth destroying the very natural landscapes people go to the mountains to enjoy for the sake of accommodating more cars. We go to appreciate and recreate in the mountains. Tearing those forests apart isn't a reasonable cost to prime the pipeline of more humans traveling through.</p> <p>Thank you for considering the public's strong majority opinion in this matter. We won't let it rest till the majority is heard and the mountains themselves are prioritized above resort profit.</p> <p>Regards, Bethany Lopez</p>	
55986	Lopez, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Lopez</p>	A32.3A; A32.3F
48378	lopez, Carmen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Carmen lopez	
50325	Lopez, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Lopez</p>	A32.3A; A32.3F
51588	Lopez, Jaqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaqueline Lopez</p>	A32.3A; A32.3F
42648	Lopez, Jeni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeni Lopez</p>	A32.3A; A32.3F
52006	Lopez, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I don't have money to pay for this. Not my tax money</p> <p>Regards, Jennifer Lopez</p>	
53597	Lopez, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Lopez</p>	A32.3A; A32.3F
53465	Lopez, Karla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karla Lopez</p>	A32.3A; A32.3F
50594	Lopez, Perla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perla Lopez</p>	A32.3A; A32.3F
44323	Lopez, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Lopez</p>	
51229	Lopez, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Lopez</p>	A32.3A; A32.3F
43118	Lopez-Durel, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Lopez-Durel</p>	A32.3A; A32.3F
55514	LoPorto, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John LoPorto</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50777	Lord, Falyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Falyn Lord</p>	A32.3A; A32.3F
50356	Lorenzana, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Lorenzana</p>	A32.3A; A32.3F
48445	Lorenzo, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Lorenzo</p>	A32.3A; A32.3F
47300	Lorscheider, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Heidi Lorscheider	
40300	Lortsher, Emery	To whom it may concern: I am a native Utahn and have been recreating in the cottonwood canyon's for most of my life. I am strongly opposed to the addition of a gondola in our beautiful canyon for a number of reasons. We do NOT need a gondola! We need increased bussing and shuttle service. This alteration will significantly degrade the natural environment permanently. Sincerely Emery L Lorthser	A32.29VV
53062	Losavio, Jennifer	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Losavio	A32.3A; A32.3F
40929	losik, Kyle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kyle losik	A32.3A; A32.3F
40312	LoTemplo, Sara	I am strongly advising UDOT not to build a gondola on public lands at taxpayer expense. There are so many other solutions that are cheaper, better and more environmentally friendly.	A32.29VV
54156	lott, ariel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, ariel lott	
49378	Lott, Macayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macayla Lott</p>	A32.3A; A32.3F
56167	Lott, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Lott</p>	A32.3A; A32.3F
45650	Lott, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Lott</p>	A32.3A; A32.3F
40029	Lou Zeis, Mary	Do not violate the Roadless Rule!	A32.29VV
54290	Louda, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Louda</p>	
43550	Loudier, Brevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brevin Loudier</p>	A32.3A; A32.3F
55048	Loughton, Skyley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyley Loughton</p>	A32.3A; A32.3F
53307	LoVasco, Tressa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tressa LoVasco</p>	A32.3A; A32.3F
47157	Love, Adam	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Love</p>	
53144	Love, jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jennifer Love</p>	A32.3A; A32.3F
45029	Love, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Love</p>	A32.3A; A32.3F
43236	Love, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Taylor Love	
42057	Lovegrove, Andrew	Do NOT approve a Gondola! Bad idea! The problem solved for keeping cars out of the canyon will now move the massive congestion and pollution to the parking lots at the gondola base which will further destroy the Cottonwood Heights and Sandy neighborhoods. Widen the canyon road to 3 lanes and allow two lanes up in winter am and two lanes down in the pm, or allocate extra lane to only buses. What happens on gondola if it stops or shutdown for an extended time with a family having little kids who have to use the bathroom..good luck with that?!?!	A32.29VV
45655	Lovegrove, Brittany	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brittany Lovegrove	A32.3A; A32.3F
55360	Lovelace, Mackenzie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mackenzie Lovelace	A32.3A; A32.3F
40595	Loveland, Jacob	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jacob Loveland	A32.3A; A32.3F
51815	Lovell, Addison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison Lovell</p>	
50053	Loveluck, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Loveluck</p>	A32.3A; A32.3F
43596	Loveridge, September	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, September Loveridge</p>	A32.3A; A32.3F
51731	Lovett, Eddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eddie Lovett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43814	Low, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Low</p>	A32.3A; A32.3F
48888	Lowe, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Lowe</p>	A32.3A; A32.3F
47820	Lowe, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Lowe</p>	A32.3A; A32.3F
47319	Lowe, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Lowe</p>	
54932	Lowe, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Lowe</p>	A32.3A; A32.3F
49847	Lowe, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Lowe</p>	A32.3A; A32.3F
48473	Lower, Brodie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brodie Lower</p>	A32.3A; A32.3F
52100	Lower, Ruth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruth Lower</p>	
51910	Lowing, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Lowing</p>	A32.3A; A32.3F
54706	Lowrie, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Lowrie</p>	A32.3A; A32.3F
49516	Lowry, Joanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joanna Lowry</p>	A32.3A; A32.3F
54447	Lowry, Kaylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylie Lowry</p>	
54852	Lowther, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Lowther</p>	A32.3A; A32.3F
51609	Loya, Pepe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pepe Loya</p>	A32.3A; A32.3F
51017	loyd, anika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, anika loyd	
56027	Lrope, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cade Lrope</p>	A32.3A; A32.3F
51378	Lubeck, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Lubeck</p>	A32.3A; A32.3F
51944	lubik, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip lubik</p>	A32.3A; A32.3F
39684	Lucas, Ash	We do not need more people up the canyon, we need less. Being in the mountain in the quiet, peaceful surroundings is why we are there. A Gondola will take away from this peacefulness that the canyons create for us.	A32.29VV
51366	Lucas, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Lucas</p>	
49411	Lucas, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>My family is at risk for losing their home due to UDOT taking their homes and land for more unnecessary roads. Utah wants to make everything fancier and more high end. Peoples homes and reasons they enjoy living here is at risk. Please listen to our residents, stop destroying peoples homes and keep the gondola out of utah.</p> <p>Regards, Bailey Lucas</p>	A32.3A; A32.3F
45954	Lucas, Bianca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bianca Lucas</p>	A32.3A; A32.3F
46601	Luce, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Luce</p>	
49267	Luce, Katharine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katharine Luce</p>	A32.3A; A32.3F
48723	Lucero, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Lucero</p>	A32.3A; A32.3F
41132	Lück, Oliver-Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oliver-Steven Lück</p>	A32.3A; A32.3F
47609	Luckey, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Luckey</p>	
42076	Ludema, Michelle	<p>As someone that grew up hiking, snowboarding, and visiting the wildflowers in Little Cottonwood Canyon, I urge UDOT to prioritize infrastructure that has minimal impact on the environment when aiming to reduce winter traffic congestion in LCC.</p> <p>The current phased approach seems sound, employing every low impact avenue to reduce traffic congestion, including disincentives for driving (tolling and carpool only winter parking at the resorts) and incentives and increased funding for public transit via busses. However, a gondola should still be taken off the table. Trying to fit as many people as possible into our canyons for the economic benefit of two ski resorts, paid for by Utahns across the state, is not sustainable and will not solve the congestion issues we have throughout the Wasatch during the winter time.</p> <p>I appreciate the time and effort UDOT has put into listening and gathering input and hope you will heavily consider not just traffic needs, but a solution that will best protect this beautiful public land we all share. After all, LCC is more than just ski resorts.</p>	A32.29VV
50608	Ludlow, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Ludlow</p>	A32.3A; A32.3F
48235	ludlow, Melia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melia ludlow</p>	A32.3A; A32.3F
54384	Ludlow, Theresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theresa Ludlow</p>	
50125	Ludwig, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Ludwig</p>	A32.3A; A32.3F
46888	ludwig, paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, paige ludwig</p>	A32.3A; A32.3F
42028	Ludwig, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Ludwig</p>	A32.3A; A32.3F
50979	Ludwig, Suzanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanne Ludwig</p>	
40354	luebke, george	<p>the people don't want this. only developers want this. it will cost millions to maintain and will not benefit the region. stop this please.</p>	A32.29VV
55326	lugo, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, María lugo</p>	A32.3A; A32.3F
51897	lugo, zander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zander lugo</p>	A32.3A; A32.3F
46347	Luhrs, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Maxwell Luhrs	
46325	Luhrs, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Luhrs</p>	A32.3A; A32.3F
52248	Luikart, Dustee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustee Luikart</p>	A32.3A; A32.3F
55710	Lukas, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Lukas</p>	A32.3A; A32.3F
41262	Lukas, Josh	The gondola is a wasteful and destructive idea. Please try bussing and tolling.	A32.29VV
40924	Luke, Brooke	I'm struggling to understand how this could possibly be in the best interest of future generations of people and wildlife. Environmental protection is something that your organization has a responsibility to uphold. Please don't do something that can't be undone.	A32.29VV
47263	Luke, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Luke</p>	
48220	Lukens, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Lukens</p>	A32.3A; A32.3F
44784	Lukens, Eileen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eileen Lukens</p>	A32.3A; A32.3F
47197	Lukens, Penn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Penn Lukens</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56007	Luker, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Luker</p>	A32.3A; A32.3F
51503	Lum, Kalea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalea Lum</p>	A32.3A; A32.3F
41834	Luna, Sofi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofi Luna</p>	A32.3A; A32.3F
41669	Lunceford, Laura	<p>I submitted comments earlier on UDOT's 'preferred' option of building a gondola through the canyon, but I felt the need to again write that I believe this is not only an environmental scar on our canyons, but it's nothing more than a taxpayer funded boondoggle that benefits ski resorts and the wealthy who can (still) afford the sport. People have provided many excellent alternatives that would cost a tiny proportion of the amount 'estimated' to build and maintain a gondola - to say nothing of the parking nightmare at the base. We live in Sandy just off Wasatch Boulevard, and the notion that you can put 2,500 cars in this area without massive parking, traffic and pollution issues is just inane. Furthermore, we all know that this is going to end up costing at least double the \$500M estimate. This massive eyesore is more likely to cost closer to \$1B (exactly like the new prison) because this is going to be an engineering nightmare and no one knows exactly how difficult and costly this is likely to become. Frankly, we should all be outraged at yet another use of massive amounts of taxpayer dollars for more 'corporate welfare'. Why anyone even asks for our opinion is a curiosity to me, because we all know the decision has already been made because there are many people who will benefit financially from this idiocy. I'd like everyone to imagine what we could actually do with \$1B other than this. We know that we could purchase new electric buses, implement a reservation system, and charge a fee for parking as well. Finally, why don't we simply limit the number of skiers/snowboarders that are allowed at the ski resorts at any given time.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Just a side note here, has anyone considered the fact that by the time this monstrosity is actually built, it's unlikely to be needed since we won't have enough snow to ski on?	
52768	Lund, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Lund</p>	A32.3A; A32.3F
53873	Lund, Colt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colt Lund</p>	A32.3A; A32.3F
44636	Lund, Eaton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eaton Lund</p>	A32.3A; A32.3F
41599	Lund, Lori	The gondola is not right for our canyon. Please value the impact on our planet and find a different solution to the traffic problems that does not favor the wealthy.	A32.29VV
43488	Lund, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Lund</p>	
48059	Lund, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Lund</p>	A32.3A; A32.3F
53450	Lund, Tiffanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffanie Lund</p>	A32.3A; A32.3F
51644	Lundberg, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Lundberg</p>	A32.3A; A32.3F
45269	Lundberg, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Lundberg</p>	
49242	Lunde, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Lunde</p>	A32.3A; A32.3F
47438	Lundeberg, Riser	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riser Lundeberg</p>	A32.3A; A32.3F
50745	Lundell, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ryan Lundell	
45190	Lundell, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Lundell</p>	A32.3A; A32.3F
52524	Lundgreen, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Lundgreen</p>	A32.3A; A32.3F
41926	Lundgren, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Lundgren</p>	A32.3A; A32.3F
44467	Lundin, Kye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Def not the awnser bruv!!!</p> <p>Regards, Kye Lundin</p>	
50890	lundquist, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire lundquist</p>	A32.3A; A32.3F
50502	Lundquist, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Lundquist</p>	A32.3A; A32.3F
51534	Lundskog, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Lundskog</p>	A32.3A; A32.3F
44005	Lundy, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Lundy</p>	
48743	Lunetta, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Your blatant gift of tax payer money to privet buissness without the FULL consent of taxpayers and ALL user groups is disgusting and will not go unanswered if you continue along this path.</p> <p>Regards, Colin Lunetta</p>	A32.3A; A32.3F
50588	Lunger, Ambera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ambera Lunger</p>	A32.3A; A32.3F
41944	Lunstad, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Evan Lunstad	
52429	Lunt, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Lunt</p>	A32.3A; A32.3F
41693	Lunt, Jeffrey	I support the gondola. I'd probably prefer a railway but I think a gondola solves big problems.	A32.29VV
46170	Lunt, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia lunt</p>	A32.3A; A32.3F
55897	Luo, Sandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandra Luo</p>	A32.3A; A32.3F
40593	Lusk, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody lusk</p>	
53941	Lusk, Keri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keri Lusk</p>	A32.3A; A32.3F
52104	lutkin, beck	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, beck lutkin</p>	A32.3A; A32.3F
49827	Lutterman, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia Lutterman</p>	A32.3A; A32.3F
46294	Lutton, Duncan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Duncan Lutton</p>	
48841	Luu, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Luu</p>	A32.3A; A32.3F
46058	luu, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John luu</p>	A32.3A; A32.3F
52303	Luu, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Summer Luu	
43611	Lux, Tobias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tobias Lux</p>	A32.3A; A32.3F
44728	Ly, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Ly</p>	A32.3A; A32.3F
43051	lyford, hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hailey lyford</p>	A32.3A; A32.3F
48446	Lyman, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Lyman</p>	
48305	Lyman, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Lyman</p>	A32.3A; A32.3F
45451	Lyman, Xarek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xarek Lyman</p>	A32.3A; A32.3F
55292	Lynch, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Lynch</p>	A32.3A; A32.3F
53965	Lynch, Corey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corey Lynch</p>	
40717	Lynch, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Lynch</p>	A32.3A; A32.3F
46520	lynch, Keisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keisa lynch</p>	A32.3A; A32.3F
46112	Lynch, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Lynch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42996	Lynch, Tasman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tasman Lynch</p>	A32.3A; A32.3F
39833	Lyng, Hunter	I do not a gondola in LCC	A32.29VV
42307	Lynn Bennion, Gay	<p>While I appreciate UDOT making the effort to review the impact of the Gondola B and other options for transportation changes in Little Cottonwood Canyon, I do not agree with the conclusion that Roadless Areas would not be impacted by Gondola B, which is the current option favored by UDOT.</p> <p>Gondola B would require towers in protected roadless areas and would permanently impact the wilderness areas negatively in regard to clean water, wildlife, recreation and scenic enjoyment. This is a rugged, wild canyon that would be scarred by the gondola and necessary maintenance access.</p> <p>As we continue to expand roads throughout our state due to growth, wild natural areas like the areas that would be impacted by Gondola B need to be protected. The height of the gondola towers would require night-time lighting. Impacts to Tanner Campground and Roadless Areas would be permanent and extremely negative, reducing the pristine wilderness we currently experience in these areas of Little Cottonwood Canyon.</p> <p>I strongly disagree with UDOT's conclusion that Gondola B would not have significant impact on Roadless Areas.</p> <p>As representative for Little Cottonwood Canyon, Alta, and most of Cottonwood Heights, I talk with hundreds of residents on their doorsteps and at town halls, and I receive emails from many others. The vast majority of local residents want the year round, trailhead stops that are envisioned by the Big Cottonwood Canyon MAP.</p> <p>I appreciate the effort and study that has been given on this topic, but I am concerned that Gondola B will not help with congestion on Wasatch Blvd and will have negative impacts for the beautiful canyon we all treasure.</p>	A.32.3F
47029	Lynn, Kora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kora Lynn</p>	A32.3A; A32.3F
44383	Lynn, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Lynn</p>	
54295	Lyon, Bianca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bianca Lyon</p>	A32.3A; A32.3F
49675	Lyon, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilly Lyon</p>	A32.3A; A32.3F
46241	Lyon, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Lyon</p>	A32.3A; A32.3F
49634	Lyons, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Lyons</p>	
44064	Lyons, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Lyons</p>	A32.3A; A32.3F
43950	Lyons, Kayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayley Lyons</p>	A32.3A; A32.3F
55112	lyons, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Lyons</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48738	Lysenko, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Lysenko</p>	A32.3A; A32.3F
44080	lysenko, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie lysenko</p>	A32.3A; A32.3F
42569	Lysenko, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Lysenko</p>	A32.3A; A32.3F
42288	M Andrenyak, David	<p>April 18,2023</p> <p>Utah Department of Transportation:</p> <p>Hello :</p> <p>I am David Andrenyak. I have been a resident of Salt Lake City Utah for over 35 years I value the beauty of the Central Wasatch including Little Cottonwood Canyon (LCC). I, also recognize the importance of LCC as a source of drinking water for the Salt Lake Valley. I am submitting some comments on the Supplemental Information Report - Assessment of the Roadless Conservation Rule for the Final EIS Alternatives (LCC). The Supplemental Report recognizes that Roadless Areas in National Forrests are preserved to protect high quality scenery, especially scenery with natural appearing landscapes (Section 4.1). The natural beauty of LCC that includes White Pine, Twin Peaks, and Lone Peak IRAs needs to be preserved. The proposed gondola system will ruin the beauty of LCC. I feel strongly that there will be significant negative visual impacts from towers, cables, and gondola cars.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Mitigation measures such as non reflective cables, non reflective paint, and tower designs that may blend better with the natural surroundings will not hide the gondola. Visitors will still see the gondola structures. Please note that many LCC visitors value natural and primitive experiences. The Supplemental Report also states that the gondola structures have relatively small footprints. I am concerned that the construction and maintenance of the gondola system will also impact an area greater than the gondola structures. The report states that a gondola system is not a road or motor vehicle travel way (example section 4.6.1.1). I feel that the gondola will have negative impacts that will exceed impacts from roads and road construction.</p> <p>I still support year round increased bus transit without road widening. Thank you for considering these comments. Thank you for your service to the State of Utah.</p> <p>Dave Andrenyak Salt Lake City</p>	
49338	M, Boston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Boston M</p>	A32.3A; A32.3F
44558	M, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie M</p>	A32.3A; A32.3F
39907	M, E	I do not want a gondola in this protected roadless area.	A32.3A
40440	M, E	<p>Installing a gondola in a protected area is setting dangerous precedent for other illegal installations "in the name of progress"</p> <p>The actions decided here will impact generations to come and has admittedly not shown to improve any access along LCC which is the main issue this aims to address.</p>	A32.29VV
44874	M, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma M</p>	
49187	m, liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, liz m</p>	A32.3A; A32.3F
51575	M, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy M</p>	A32.3A; A32.3F
47254	M, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate M</p>	A32.3A; A32.3F
44438	M, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan M</p>	
40008	M, Sean	<p>Building a gondola in an IRA flies in the face of the intent of the Roadless Area designed. The gondola should not and CANNOT be constructed through a designated roadless area. It does not matter that the gondola isn't for automobiles, it is still extremely disruptive to the wilderness area and will ruin the canyon. The idea that it's even necessary is preposterous. Build avalanche snow sheds over the road first and see what that does to traffic. Those alone will probably solve half the problem. The gondola will be a total failure. NOBODY wants to ride a 55 minute gondola. To build it through an inventoried roadless area is to destroy what was intended to be protected, just for the benefit of Alta and Snowbird. The only people who want the gondola are the people who will make money off it! Cancel the gondola!</p>	A32.29VV
43684	M, Sterling	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sterling M</p>	A32.3A; A32.3F
55982	M. Quist, Scott	<p>Thank you for your e-mail. I am out of the office travelling on business. I will reply as I am able. Best regards, smq</p> <p>-----</p> <p>Confidentiality Notice - This email transmission and any documents, files or previous email messages attached to it may contain information that is confidential or legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that you must not read this transmission and that any disclosure, copying, printing, distribution or use of any of the information contained in or attached to this transmission is strictly prohibited. If you have received this transmission in error, please immediately notify the sender by telephone or return email and delete the original transmission and its attachments without reading or saving in any manner. Thank you.</p>	A32.29VV
40863	M. Shelley Gabriel, Deborah	<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
56072	Ma, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Ma</p>	
55512	maack, destany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, destany maack</p>	A32.3A; A32.3F
40477	Maas, Eliza	<p>The gondola is not the answer!! It is a publicly funded solution that the majority of people will never have the money to access or benefit from. Additionally it will not fix the problem in the canyon! There are other solutions that are more affordable and will actually fix the problem (toll the road with carpooling incentive pricing, add more bases etc). Finally the environmental impact will be massive! We don't need more infrastructure in a canyon whose natural beauty is what attracts so many people to it. NO GONODOLA</p>	A32.29VV
53807	Mabey, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Mabey</p>	A32.3A; A32.3F
40820	Mabie, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Mabie</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45407	Mable, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine koi Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also would like to see snow sheds to mitigate avalanche danger.</p> <p>Regards, Richard Mable</p>	A32.3A; A32.3F
56103	Mabry, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Mabry</p>	A32.3A; A32.3F
54469	Mabry, Mollie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mollie Mabry</p>	A32.3A; A32.3F
41839	Macak, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Macak</p>	
54351	MacArthur, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron MacArthur</p>	A32.3A; A32.3F
55469	MacArthur, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper MacArthur</p>	A32.3A; A32.3F
44179	MacBlane, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael MacBlane</p>	A32.3A; A32.3F
44744	MacCarthy, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah MacCarthy</p>	
44050	MacCormick, Allison	<p>To whom it may concern,</p> <p>Gondola is a bad idea!! Way too disruptive for just serving 2 ski areas and no other trailheads. Too expensive as well. Please rethink options.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison MacCormick</p>	A32.3A; A32.3F
56137	MacCready, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb MacCready</p>	A32.3A; A32.3F
50349	MacDonald, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jade MacDonald</p>	
45829	MacDonald, Rhona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhona MacDonald</p>	A32.3A; A32.3F
52061	Macdonald, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Macdonald</p>	A32.3A; A32.3F
53229	macdowell, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer macdowell</p>	A32.3A; A32.3F
51867	Mace, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Mace</p>	
42004	Mace, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Mace</p>	A32.3A; A32.3F
42907	Macecsko, Kristine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristine Macecsko</p>	A32.3A; A32.3F
47747	Macfaralane, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Macfaralane</p>	A32.3A; A32.3F
54814	Macfarlane, Menzies	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Menzies Macfarlane</p>	
41130	Macfarlane, Robert	<p>The roads and infrastructure for the gondola will cause significant negative impacts on USFS Inventoried Roadless Areas. Construction of the proposed gondola should not take place within the Roadless Areas.</p> <p>I feel the gondola would directly violate the Roadless Rule and take away from many of the qualities that are protected by RACR: clean water, diverse wildlife, breathtaking views. The visual, noise, and watershed impacts would impact a significantly larger percentage of the three roadless areas. The construction of towers in the canyon will cause irreparable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity. Access to gondola towers in USFS Inventoried Roadless Areas will be required in anticipation of emergency evacuations. Research shows that wire rope systems are not infallible and there will come a time when evacuation and emergency repair will require road access to the towers.</p> <p>UDOT is presenting data on a "worst case, all diesel bus scenario" with mandatory road widening and this is designed to make the bus options look bad. UDOT NEPA process is in error in failing to generate a "best case scenario" using currently available, proven electric buses and no road widening.</p> <p>The proposed gondola towers will be visible and audible from virtually the entire Roadless Areas and from much of the two National Wilderness Areas that closely parallel it – a violation of the intent of RACR.</p> <p>The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of timber within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>A gondola angle station will lie inside a USFS Inventoried Roadless area ¼ mile from the Tanner Flat Campground, a public recreation area. The road to the angle station and paved area would require timber removal and impact visually on campers as shown by UDOT's renderings, and noise pollution will double according to UDOT's FEIS.</p> <p>The gondola angle station would not only pave over a portion of the roadless area, it requires excavation of an EPA superfund site that UDOT's FEIS says is likely contaminated with lead and arsenic. UDOT fails to assess the environmental impact of such a construction in an Inventoried Roadless Area.</p> <p>Even if the gondola system isn't defined as a 'road', it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <ul style="list-style-type: none"> • The Little Cottonwood Canyon watershed is essential to Salt Lake City. The City assessed the proposed gondola's impacts on the watershed to be highly detrimental to the development and continued well-being of the metro area. Also the Gondola will be slow and local will not choose to ride it because of the difficulty of efficiently accessing the base station. • Taxpayers will pay nearly \$1,000 each on average (assuming \$1B total cost and ~1M Utah taxpayers) to support a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, both directly from new roads and a major new transit system in the roadless areas. 	A32.3A; A32.3F; A32.3H; A32.10G
43336	Macfarlane, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Samantha Macfarlane	
47871	Mach, Adriana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adriana Mach</p>	A32.3A; A32.3F
48195	Machado, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Machado</p>	A32.3A; A32.3F
48026	machado, daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, daniel machado</p>	A32.3A; A32.3F
50786	Machado, Lela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lela Machado</p>	
51953	Machen, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Machen</p>	A32.3A; A32.3F
51674	Macher, Jude	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jude Macher</p>	A32.3A; A32.3F
42242	Machlis, Mark	<p>Gondola will shift all the problems we have today to a single parking garage on Wasatch. This is a waste of money that does not help Big Cottonwood.</p> <p>Now that the gravel pit has been shown to be riddled with faults, that site can handle helping both canyons.</p>	A32.29VV
42286	Machlis, Mira	<p>I think the solution to the congestion in the canyon is to limit the number of cars and, now that they have found the fault line situation at the gravel pit at the bottom of Big Cottonwood Canyon, that should become the hub for parking for the canyons. If you have to do a gondola, do it from there.</p>	A32.29VV
40205	machol, kennard	<p>As a 55 year lover of LLC I am appalled at the concept of an unsightly gondola paid for by the taxpayers of Utah solely for the benefit of the ski resorts and completely not of any use to the climbers and back country users of which there are a lot, it v ery much seems like the gondola is spending tax dollars exclusively for the well heeled who can aford the resorts with no thought to access for those who are not resort skiers. It also stinks that snowbird quitly purchased the acres that would serve as a base for the gondola. The embarresing old boy network in Utah never stops.....</p>	A32.29VV
53236	Macias, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Macias</p>	
51470	Macias, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Macias</p>	A32.3A; A32.3F
47741	Maciel, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Maciel</p>	A32.3A; A32.3F
47626	Maciel, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Maciel</p>	A32.3A; A32.3F
44799	Macintyre, Grace	<p>To whom it may concern,</p> <p>I vehemently oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot and will not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I grew up in this canyon and had experiences I never would have gotten if there was a gondola. Not only will this destroy the surrounding environment, it will prevent those memorable experiences for others.</p> <p>Regards, Grace Macintyre</p>	
41830	Mack, Adam	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p> <p>The amount of people this gondola can carry is nowhere near enough to satisfy the peak season traffic.</p>	A32.3A
43962	Mack, Flannery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Flannery Mack</p>	A32.3A; A32.3F
39449	Mack, Jean	<p>The gondola is a horrible idea that benefits primarily Snowbird, and less, Alta. Catering to people who can still afford to ski. Everyday people, like me, who are retired and on a fixed income, should help finance this in anyway? NO!!</p>	A32.29VV
51477	Mack, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Mack</p>	A32.3A; A32.3F
45813	Mack, Makoa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makoa Mack</p>	
42705	Mack, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Mack</p>	A32.3A; A32.3F
54915	mackarcki, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna mackarcki</p>	A32.3A; A32.3F
42101	MacKay, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda MacKay</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53415	Mackay, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Mackay</p>	A32.3A; A32.3F
43155	Mackay, Marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcus Mackay</p>	A32.3A; A32.3F
53589	mackbach, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam mackbach</p>	A32.3A; A32.3F
45474	MacKenzie, Patricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patricia MacKenzie</p>	
54475	Mackey, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Mackey</p>	A32.3A; A32.3F
50459	Mackey, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Mackey</p>	A32.3A; A32.3F
46809	macklin, Kate	<p>To whom it may concern,</p> <p>As a previous resident of Salt Lake City I can't sit idly on this issue even though I'm no longer in the area. Little Cottonwood Canyon is a gem in our valley and the gondola project will irreversibly damage it.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate macklin</p>	A32.3A; A32.3F
49781	Macklyn, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Macklyn</p>	
53205	MacLaren, Cara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cara MacLaren</p>	A32.3A; A32.3F
55808	Maclary, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am a frequent canyon user year-round. There's so much more to Little Cottonwood Canyon than access to Snowbird and Alta, and funneling taxpayer money into a project that solely benefits the resorts and a small subset of customers is not an appropriate answer here. It's possible to implement changes that will also improve access for backcountry users and won't damage existing hiking or climbing areas. Please listen to the many citizens who are begging you to reconsider.</p> <p>Regards, Emily Maclary</p>	A32.3A; A32.3F
55295	MacLeod, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina MacLeod</p>	
52674	MacLeod, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan MacLeod</p>	A32.3A; A32.3F
47218	MacMaster, Gordon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gordon MacMaster</p>	A32.3A; A32.3F
50201	MacMillan, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall MacMillan</p>	A32.3A; A32.3F
40554	MacMillan, Sophie	<p>Please listen to the people when you're trying to make a solution for the people! We need more buses and transit options and parking at the base of the canyons. We need a bus system that we don't have to wait an hour to catch it. Just to stand in an overcrowded space for another 1-2 hours. Listen to the people and don't waste our money on something that will not solve anything.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49570	MacNally, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David MacNally</p>	A32.3A; A32.3F
45824	MacNaughton, Heidi	<p>To whom it may concern,</p> <p>As a citizen of Salt Lake County who loves our canyons, I wish I had more time and resources to create my own thoughtful and thorough response. I move to Utah to ski in 2009, and now consider it my home forever. I teach outdoor education at a local k-8 independent school. I am heartbroken that the gondola is so seriously being considered as the best solution to this issue. I am 100% in agreement with the response on this form. Please consider rolling and improving the bus system before pursuing the gondola which will only serve resorts during the winter. There are other users year round, not to mention the impact this construction will have on the animals, water, plants, and forever change the landscape of the earth. Please try.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi MacNaughton</p>	A32.3A; A32.3F
46799	Macneil, Justine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justine Macneil</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40814	Macomber, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Macomber</p>	A32.3A; A32.3F
45802	Macomber, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Macomber</p>	A32.3A; A32.3F
52234	Macpherson, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Macpherson</p>	A32.3A; A32.3F
43951	Macpherson, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Macpherson</p>	
39440	MacPherson, Scot	<p>1st I am a die hard skier.</p> <p>It is ridiculous to assume tax payer should pay for something like this.</p> <p>They know where the avalanche areas are. Install tunnels in these locations like Colorado and other areas do. The people that businesses and live it the canyons should pay for this upgrade to their real estate. As it will increase the value of their property. Yes, these ski resorts will probably raise their prices for their more premium properties.</p> <p>I have to pay higher property tax for my local improvements.</p> <p>The state isn't paying for a gondola to bring people up the backside of snow basin. Just think how the real estate would increase in Ogden if there was a gondola there to carry up the west side of the mountain to snow basin.</p> <p>I don't ski in either of these sites.</p> <p>The thought spending that much money to improve that area is silly. Need to get more creative. Those people up there can't afford it.</p> <p>If you did it the way your current plan. Everybody up in the canyons will quadruple their investments on the Utah workers.</p> <p>Scot</p>	A32.29VV
39703	Macqueen, Elizabeth	Do not ruin the canyon with a gondola. It's too bad that's not obvious.	A32.29VV
45539	Madabhushi, Anirudh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anirudh Madabhushi</p>	A32.3A; A32.3F
50285	Madden, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Madden</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43012	Maddock, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brad Maddock</p>	A32.3A; A32.3F
51701	Maddox, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Maddox</p>	A32.3A; A32.3F
53722	Maddox, Jaxon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaxon Maddox</p>	A32.3A; A32.3F
46499	Madison, Frances	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frances Madison</p>	
52494	Madlen, Tawnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tawnee Madlen</p>	A32.3A; A32.3F
51139	Madon, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Madon</p>	A32.3A; A32.3F
49240	madrid, Roshelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roshelle madrid</p>	A32.3A; A32.3F
55372	Madrigal, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Madrigal</p>	
49311	Madsen, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Madsen</p>	A32.3A; A32.3F
56177	Madsen, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Madsen</p>	A32.3A; A32.3F
56148	Madsen, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Madsen</p>	A32.3A; A32.3F
53752	Madsen, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Madsen</p>	
44146	Madsen, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Madsen</p>	A32.3A; A32.3F
56146	Madsen, Marilynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marilynn Madsen</p>	A32.3A; A32.3F
40923	Madsen, Melissa	<p>A gondola up the canyon is a irresponsible action. There are many solutions to traffic up the canyon that are affordable and do not damage any of our mountain and canyon and can be taken on by the resorts. For instance they could offer multiple passes that have different start times and end times, thus mitigating the traffic at the resort. A morning pass and an afternoon pass. A gondola is completely unnecessary. Please do not harm our canyons.</p>	A32.29VV
42195	Madsen, Mike	<p>Reasons I oppose the LCC gondola plan:</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
54057	Madsen, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Madsen</p>	A32.3A; A32.3F
45697	Madsen, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Madsen</p>	A32.3A; A32.3F
56287	Madsen, Sabrina	<p>To whom it may concern,</p> <p>I am a born and raised Utah resident who has been visiting the canyons all my life. My family is lower income, and rather than ski we simply drive up and find a spot to sit, eat, and enjoy each other's company. I know that the traffic is becoming a problem during the winter, especially these last few years. However, I do not believe that trying to pack even more people up the canyon via gondola is the correct solution. Perhaps we have reached our canyon capacity. Maybe instead of trying to find a way to bring more people up, we need to learn to share and conserve our resources. The resorts make enough money. Do they really need more at the expense of the canyons they already profit off of? I for one don't want the money I pay in taxes to be wrapped up in this project. I'd rather pay for someone to enforce a carpooling rule if people want to ski so badly. We can't have everything we want all the time, and it seems shameful to ruin a canyon forever for all the people who enjoy it just for the sake of two stupid ski resorts. They can go somewhere else.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times.</p> <p>Regards, Sabrina Madsen</p>	
47890	Maerki, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Maerki</p>	A32.3A; A32.3F
49555	maes, Rosalynd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rosalynd maes</p>	A32.3A; A32.3F
45757	Maestas, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Maestas</p>	A32.3A; A32.3F
46337	Magalde, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Magalde</p>	
46418	Magallanes, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Magallanes</p>	A32.3A; A32.3F
45259	Magana, Kattie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kattie Magana</p>	A32.3A; A32.3F
43160	Magara, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Magara</p>	A32.3A; A32.3F
41035	Mager, Alex	A taxpayer-funded gondola that serves only resort skiers at 2 resorts is not the solution to little cottonwood canyon's traffic problem.	A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Justifying this decision with the "roadless area" loophole goes against the spirit of the roadless area designation and will ultimately harm this sensitive area.</p> <p>This is a complex issue- it doesn't make sense to choose the most expensive option without at least trying a couple of the cheaper options first: toll the road, create carpool incentives, hire more bus drivers instead of reducing the number of busses by 50%. PLEASE try some of the simpler solutions before going ahead with the unpopular, nonsensical, expensive option that is the gondola.</p>	
48062	Maggard, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Maggard</p>	A32.3A; A32.3F
54707	Maggiora, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Maggiora</p>	A32.3A; A32.3F
40190	magiske, kerry	<p>I am against the gondola being built in little Cottonwood Canyon. A more environmentally, friendly and sustainable option would be to use electric buses or low emission buses. I am also concerned about the environmental impact to the canyons, as the gondola is being built, and to the current environment in Little Cottonwood Canyon once the gondola structure goes up. I asked that we not support the building of the gondola due to environmental concerns.</p>	A32.3F; A32.10G
43110	magleby, tegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tegan magleby</p>	A32.3A; A32.3F
41545	Magnifico, Maureen	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maureen Magnifico</p>	
42858	Magnotto, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Magnotto</p>	A32.3A; A32.3F
56345	Magnuson, Kacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kacey Magnuson</p>	A32.3A; A32.3F
53952	Magrath, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Peter Magrath	
41345	Magrogan, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Magrogan</p>	A32.3A; A32.3F
54539	Maguna, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Maguna</p>	A32.3A; A32.3F
47615	Mahank, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Mahank</p>	A32.3A; A32.3F
48507	Mahe, Leki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leki Mahe</p>	
55169	maher, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah maher</p>	A32.3A; A32.3F
48030	Mahfouz, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Mahfouz</p>	A32.3A; A32.3F
45947	Mahi, Salam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Salam Mahi</p>	A32.3A; A32.3F
40650	Mahler, Anna	<p>I have been following along with this project ever since talking about it in my class in the Wildlands and Wildlife Conservation Program at BYU. I think that the Gondola is the best option for wildlife and the safety of the people. I wish that there could be a way for the ski resorts to subsidize the cost of the ticket. for instance, if i am skiing at Alta and have a pass, I would hope that I can be able to ride up for free and have the resort pay for my ticket on the gondola. I think that this decision needs be more than people not wanting to ruin the view of the canyon and more about what is good for the canyon and the people</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40311	Mahler, Annette	I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.	A32.29VV
53724	Mahmood, Jace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jace Mahmood</p>	A32.3A; A32.3F
43709	Mahns, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Mahns</p>	A32.3A; A32.3F
47025	Mahoney, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Mahoney</p>	A32.3A; A32.3F
41983	Mahoney, Daniel	Please do not move forward with this project. It is a poor solution to the real issues it seeks to address. Please step back and work with all interested parties to find a better solution. Thank you.	A32.29VV
46396	Mahoney, Delia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Delia Mahoney</p>	
50393	Mahoney, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Mahoney</p>	A32.3A; A32.3F
43919	Mahoney, Tera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tera Mahoney</p>	A32.3A; A32.3F
39526	Mahre, Suzanne	<p>Little Cottonwood Creek is a source of clean drinking water which is at a premium in Utah. I've for one protest my tax dollars going for this project to benefit Resort owners. I would much rather leave the pristine creek and Canyon. Having lived at the bottom of this canyon all of my life there seem to be so many more closer days with so much less snow. One can only guess it is because you DOT is pushing for the gondola. As a taxpayer let us vote on it.</p>	A32.29VV
39256	Mahre, Suzanne	<p>The traffic and cars will be the same regardless of whether they drive up the canyon or park at the bottom. The gondola would have impact on the environment being that our water comes from little Cottonwood Creek. Also, the gondola is going to require fuel to run it and a financial cost to maintain it. Electric buses would have a lower environmental impact and also a lower maintenance cost to taxpayers. The gondola would only benefit Resort owners at the cost of our taxpayer money. Wouldn't our money be better used for electric buses and preserving any water that we have?</p>	A32.29VV
50239	Mai, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Mai</p>	
52068	Maib-Strickland, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Maib-Strickland</p>	A32.3A; A32.3F
40844	Maier, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Maier</p>	A32.3A; A32.3F
44972	Maier, Nico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nico Maier</p>	A32.3A; A32.3F
46518	Maille, Ezra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ezra Maille</p>	
44484	Main, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I have lived and worked in this canyon for years and I know this will only bring us worse things.</p> <p>Regards, Hunter Main</p>	A32.3A; A32.3F
55442	Main, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Main</p>	A32.3A; A32.3F
50289	Maio, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Amelia Maio	
47549	Majors, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Majors</p>	A32.3A; A32.3F
50105	Makaiwi, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Makaiwi</p>	A32.3A; A32.3F
49095	Maki, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project as it's repercussions on both slated environmental protection areas and the surrounding communities are both significant issues that should be taken into greater consideration before action is taken. Other options such as public transit or carpool incentive would likely prove more cost effective and environmentally friendly. Protection the already struggling watersheds and timberlands in the Salt Lake City area should be of utmost importance and I hope you will consider.</p> <p>Regards, Adam Maki</p>	A32.29VV
41842	Makowicki, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chris Makowicki	
44285	Makowicki, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Makowicki</p>	A32.3A; A32.3F
49803	Makowski, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Makowski</p>	A32.3A; A32.3F
43462	Malcom, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Malcom</p>	A32.3A; A32.3F
39301	Malczyk, Jason	I do not favor a nas a public transport traffic solution in LCC. I feel this gondola will just become another tourist attraction bring more people cause more crowding	A32.29VV
43694	Male, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please don't █████ up the last remaining natural part of the canyon.</p> <p>Regards, Ella Male</p>	
40046	Malen, Pete	<p>As I understand it, UDOT's view is that the gondola would not violate the USFS Roadless Rule because, according to UDOT, the gondola is not for motor vehicles and any vegetation and timber removal would be incidental. In my view, this is an overly simplistic and disingenuous reading of the rule and the rule, when properly construed, clearly suggests that a project such as the gondola is contrary to the spirit, if not the letter, of the rule. The rule can be found here: https://www.federalregister.gov/documents/2001/01/12/01-726/special-areas-roadless-area-conservation.</p> <p>Notably, the rule states in part that "This final rule prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas because they have the greatest likelihood of altering and fragmenting landscapes, resulting in immediate, long-term loss of roadless area values and characteristics." It seems clear that installation of a gondola, towers, etc. would significantly alter the landscape. There is a wide range of other considerations set forth in the rule, and regardless of the final decision, I would urge UDOT to read and consider the rule, in its entirety, and not simply focus on provisions seemingly favorable, or not unfavorable, to the gondola project.</p>	A32.3A; A32.3I
43349	Malick, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Malick</p>	A32.3A; A32.3F
52056	Mallett, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Mallett</p>	A32.3A; A32.3F
45420	Malloy, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Malloy</p>	
42348	Malloy, Audrey	Where are your ski bum roots?? The environmental impact should be justice enough to eradicate this idea. Salt Lake City is already facing the consequences of the drying of the great Salt Lake, do not put the pressure of the gondola into this equation!	A32.29VV
47555	Malm, Terri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Terri Malm</p>	A32.3A; A32.3F
47009	Malmquist, Teresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teresa Malmquist</p>	A32.3A; A32.3F
40459	Malone, Molly	The gondola is a bad call and should absolutely not be exempt from the roadless rule. There are other options for mitigating the traffic, including me favorite, do nothing. The small two lane road is mitigation enough for reducing the number of people that can go up canyon. I think more busy could be nice, reducing the cars. But thinking the gondola is a silver bullet good for the canyon, recreationalists, and SLC is short sited and delusional.	32.3F
45580	Maloney, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jay Maloney	
45612	Malott, Clay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clay Malott</p>	A32.3A; A32.3F
50082	Malzl, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Malzl</p>	A32.3A; A32.3F
51404	Malzl, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Malzl</p>	A32.3A; A32.3F
40972	Manahan, Aidan	I formally oppose the gondola in little cottonwood canyon. There are many other transportation options that reduce traffic without greatly impacting the aesthetic of the canyon. In addition, I do not believe that a gondola could be installed without a significant negative impact on the watershed in LCC. The traffic problems likely to be caused by installation are also not worth it. Finally, as backcountry access improves, and interest grows, the gondola will not serve a large portion of people recreating in LCC.	A32.29VV
55465	MANCINI, VINCENZO	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, VINCENZO MANCINI</p>	
47991	Mandleco, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Mandleco</p>	A32.3A; A32.3F
39858	Mangan, Paige	<p>The building of a gondola in Little cottonwood canyon will violate the roadless rule, protecting areas in the national forest from deforestation. It is a violation of the agreement with the national forest service to build towers and angle stations for a gondola what will need regular servicing, servicing that would require acess via truck. Please do not allow this gondola to be built.</p>	A32.29VV
41351	Mangum, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Mangum</p>	A32.3A; A32.3F
46886	Mangum, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Matt Mangum</p>	
53023	mangum, quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, quinn mangum</p>	A32.3A; A32.3F
48776	Manimtim, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Manimtim</p>	A32.3A; A32.3F
50254	Manimtim, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Manimtim</p>	A32.3A; A32.3F
47934	Manios, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Manios</p>	
46392	Manke, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Manke</p>	A32.3A; A32.3F
41862	Manke, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Manke</p>	A32.3A; A32.3F
50364	Manko, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Manko</p>	A32.3A; A32.3F
49167	Mann, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Mann</p>	
47470	mann, Kayja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayja mann</p>	A32.3A; A32.3F
45023	Mann, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Mann</p>	A32.3A; A32.3F
53227	Mann, Lynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lynn Mann</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53892	Mann, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Mann</p>	A32.3A; A32.3F
41748	Mann, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Mann</p>	A32.3A; A32.3F
43520	Mann, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Mann</p>	A32.3A; A32.3F
48475	Mann, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Mann</p>	
53451	Manninen, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Manninen</p>	A32.3A; A32.3F
42945	Manning, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiden Manning</p>	A32.3A; A32.3F
52574	Manning, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Manning</p>	A32.3A; A32.3F
53142	Manning, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Manning</p>	
50086	manning, emerson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emerson manning</p>	A32.3A; A32.3F
46715	Manning, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Manning</p>	A32.3A; A32.3F
43226	Manning, Shawna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawna Manning</p>	A32.3A; A32.3F
54648	Mano, Emi	<p>To whom it may concern,</p> <p>I am local climber and this canyon has wonderful rock. As the Gondola will not</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>benefit anyone except the skiers at a mere 2 destinations I believe that this project should not move forward. Not only would very few people benefit from this, but the view project will just cause the problem we are working to fix for multiple years. I agree we should work toward a solution on traffic and air pollution, but I know our money as Utah residents would be better spent in a different solution. As others have mentioned, paying bus drivers more or creating an incentive to carpool would be a better use of our money.</p> <p>So, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emi Mano</p>	
55523	Manon, Joly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joly Manon</p>	A32.3A; A32.3F
53580	Mansell, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Mansell</p>	A32.3A; A32.3F
54329	Mansell, Alisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisha Mansell</p>	
53744	Mansell, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Mansell</p>	A32.3A; A32.3F
42612	Mansfield, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Mansfield</p>	A32.3A; A32.3F
46283	Mantz, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nicole Mantz	
47305	Manuma, Mosiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mosiah Manuma</p>	A32.3A; A32.3F
40727	Manwaring, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Manwaring</p>	A32.3A; A32.3F
44058	Manwaring-Mueller, Leo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leo Manwaring-Mueller</p>	A32.3A; A32.3F
46290	Manziona, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Manzione</p>	
42821	Maples, Kelci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelci Maples</p>	A32.3A; A32.3F
48097	Marabello, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Marabello</p>	A32.3A; A32.3F
47780	Marais, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Marais</p>	A32.3A; A32.3F
42166	Maran, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Maran</p>	
43678	marceau, isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, isabella marceau</p>	A32.3A; A32.3F
41087	Marcelli, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Marcelli</p>	A32.3A; A32.3F
41374	March, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe March</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42135	Marchal, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Marchal</p>	A32.3A; A32.3F
41002	Marchant, Byron	It is obvious you have decided in advance how you want this done. Good luck with your failed project.	A32.29VV
43832	Marchant, Hazel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hazel Marchant</p>	A32.3A; A32.3F
40849	marchesi, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marco marchesi</p>	A32.3A; A32.3F
45898	Marchesini, Noelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noelle Marchesini</p>	
46029	Marchiafava, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Marchiafava</p>	A32.3A; A32.3F
41646	Marciano, Averi	<p>Still a hard no on the gondola! Making another way to get more people up the canyon is not only greedy but will ruin locals and guests experiences. More crowds rather than simply limiting the number of ticket sales in not the solution. Alta and snowbird are crowded enough, we know there is no way to expand parking up canyon, so why allow more people.</p>	A32.29VV
48441	Marcos, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Marcos</p>	A32.3A; A32.3F
48555	Marcos, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Marcos</p>	A32.3A; A32.3F
55960	Marcroft, Kenneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenneth Marcroft</p>	
40186	Marcroft, Minette	Please no gondola! Way too much money for a project with terrible environmental impact.	A32.29VV
49936	Marcum, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Marcum</p>	A32.3A; A32.3F
48906	Marcus, Damen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damen Marcus</p>	A32.3A; A32.3F
53515	Marcy, Karlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Karlyn Marcy</p>	
46578	Mardian, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Mardian</p>	A32.3A; A32.3F
47939	Maready, Brigham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brigham Maready</p>	A32.3A; A32.3F
48907	Margaret, Nichols	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nichols Margaret</p>	A32.3A; A32.3F
41455	Margetts, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Margetts</p>	
50843	Margetts, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Margetts</p>	A32.3A; A32.3F
45345	Margolies, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher Margolies</p>	A32.3A; A32.3F
40253	Margolies, Jesse	<p>I believe the best plan of action for Little Cottonwood Canyon is to increase bussing without widening the road.</p> <p>I was recently at Zion National Park and their bus service through Zion Canyon was exactly what Little Cottonwood Canyon needs. The road was car free, busses came frequently, busses were free, and stopped at all the major trailheads.</p> <p>A gondola is not a good option because it will be costly to build, will not incentivize people to drive, and not do anything to prevent traffic even if it does get ridership. If the gondola were to be "significantly less" than the toll fee of "\$35", the gondola is a per person price not a per car so if you have two people going up the canyon they would still drive because it would be cheaper and faster than finding parking at the mouth of the canyon, waiting in line to buy a gondola ticket, waiting in line to get on the gondola, and then riding up the gondola. Dr. Jim Steenburgh has also pointed out that the gondola towers will be directly in the path of avalanche slides, meaning that the gondola would not be able to operate during or after storms when the road would closed.</p> <p>The gondola is not even close to the best option. Increase bussing and make it free to be equitable and incentivized.</p>	A32.29VV
45535	Margolies, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Margolies</p>	
43914	Marhan, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Marhan</p>	A32.3A; A32.3F
48247	Maric, Emina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emina Maric</p>	A32.3A; A32.3F
43897	marie, alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alyssa marie</p>	A32.3A; A32.3F
47784	Marie, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Marie</p>	
48602	Marin, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Marin</p>	A32.3A; A32.3F
51532	Marinari, Christie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christie Marinari</p>	A32.3A; A32.3F
52706	Maring, Piper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Piper Maring</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40160	Maritz, Sam	Please do not put a gondola here. It is an insane waste of taxpayer money functioning as a tax break for ski resorts. Build better parking lot infrastructure for bussing. Add more busses. If those don't work let's consider other options.	A32.29VV
53276	MarkAnthony, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan MarkAnthony</p>	A32.3A; A32.3F
42389	Marker, Michael	<p>Friends Of Little Cottonwood Canyon Response To UDOT's FEIS Supplemental Reports Call For Comments</p> <p>4/18/23</p> <p>Friends of Little Cottonwood Canyon (FoLCC) is a 501c(4) non-profit group dedicated to protecting the scenic beauty, environment, and recreational features of Little Cottonwood Canyon (LCC) in the Wasatch Mountains of northern Utah. As a group of local residents who have long enjoyed the natural beauty of LCC, we believe the canyon should be protected from expansive development and overuse for future generations. We have grown up with the canyon and want to see our children grow up enjoying the same pure water, pristine views and unspoiled wilderness. Protecting it is our mission. Our members are primarily residents of Salt Lake County but include followers from eastern parts of the United States and as far away as France. We have carefully followed UDOT's NEPA process with respect to their Little Cottonwood Canyon Project and have reviewed both the draft and final Environmental Impact Statements (FEIS) issued by UDOT. As concerned citizens, taxpayers, and members of the public who hold the environmental qualities of LCC as part of a sacred public trust, we submit these comments in response to UDOT's "Public Comment Period For Supplemental Information Reports Open Until April 18".</p> <p>FoLCC's comments apply to all three areas of UDOT's Supplemental Reports and call for comments:</p> <ul style="list-style-type: none"> • Impacts of new road construction for the gondola in the Federal Inventoried Roadless Areas subject to the 2001 Roadless Conservation Rule (RACR). • Re-evaluation of air quality changes expected as a result of instituting additional bus service per UDOT LCC project alternatives as outlined in their FEIS. • Required agency coordination between UDOT and the Federal Highway Administration (FHWA) and the US Forest Service (USFS) and the Secretary of the Department of Transportation. <p>Applicable Plans, Rules, Laws, and Regulations:</p> <p>40 CFR 1508 (especially 1508.9 and 1508.11)</p> <p>Title 36, Chapter I/Part 14</p> <p>Title 36 Chapter II/Part 218</p> <p>Title 36 Chapter II/Part 294 (especially Subpart A: recreation areas (294.1) and Subpart B: inventoried roadless areas (IRA).</p> <p>USFS RACR 2001 Rule: Federal Register/Vol.66, No. 9, 12 January 2001 and</p> <p>USFS RACR 2005 Rule: https://www.federalregister.gov/documents/2005/05/13/05-9349/special-areas-state-petitions-for-inventoried-roadless-area-management</p> <p>Utah Roadless Rule Petition, 2019: https://plpco.maps.arcgis.com/apps/Cascade/index.html?appid=7c65e3aa7f0149539b66aec39bd59ce8&folderid=37c0713722614380b97e3eba41ebb363</p> <p>Revised Forest Plan Wasatch-Cache National Forest, 2003: https://udot-zgph.maillist-manage.com/click/18598208e933bd4c/18598208e93236dd</p>	A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Roadless Area Conservation Rule: Overview</p> <p>The Department of Agriculture (USDA) Forest Service requested that UDOT provide supplemental information and analysis regarding impacts of the proposed gondola to Inventoried Roadless Areas under the 2001 RACR. In 2001, the US Forest Service took inventory of roadless areas for their potential to be designated as an "Inventoried Roadless Area" (IRA). This designation prohibits road construction (temporary and permanent), road reconstruction, and timber harvesting in these areas.</p> <p>During the EIS process, UDOT failed to fully examine the impacts of the Roadless Rule. The proposed gondola system would situate towers, angle stations, snowsheds, and clear vegetation within one of the Wasatch's most protected areas. This impacts not just one, but three roadless areas in LCC: Twin Peaks, Lone Peak, and White Pine Roadless Areas. The State of Utah has petitioned the USFS, under the 2005 RACR, to modify the 2001 RACR to remove a number of IRAs from the 2001 Rule and to allow for modifications to other specified areas. Utah's petition is pending; however, it is important to note that Utah has not challenged nor requested modifications to the 2001 RACR for any of the three IRAs in Little Cottonwood Canyon. The full restrictions and intent of the 2001 Roadless Areas rule is in effect for LCC.</p> <p>In general, the RACR seeks to protect the natural and scenic qualities of roadless areas by limiting human activity and development in these areas. The goal is to preserve these areas for future generations to enjoy and to maintain the ecological integrity of the forest ecosystem.</p> <p>There are some exceptions to the RACR:</p> <ol style="list-style-type: none"> 1. Roads needed for public health and safety 2. Roads for resource extraction 3. Roads for authorized use (administrative access to manage forest, access to private land/right of way or for other activities that are deemed to be in the public interest consistent with purposes of the RACR) 4. Roads required for infrastructure maintenance built prior to 2001 <p>It's important to note that any proposed exception to the RACR's prohibition on road construction in roadless areas must be subject to a rigorous review and approval process, including environmental analysis and public input, to ensure that the proposed road construction will not harm the ecological, recreational, and scenic values of roadless areas. These exceptions and modifications to the RACR are relatively rare and are typically subject to strict environmental and regulatory review to ensure that they do not cause undue harm to the natural and scenic resources of the roadless area.</p> <p>The Roadless Rule, in contrast with the Wilderness Act, allows for some types of disturbances. However, we believe it is a flawed interpretation that's open to challenge to suggest the gondola system (towers, snow sheds, angle stations and timber removal) is exempt from the Roadless Rule. These areas have environmental values (e.g. watershed, scenic views, dispersed recreation, timber, vegetation and habitat) that are mandated to be protected under the Roadless Rule and are inherent to LCC, which UDOT's preferred alternative would destroy.</p> <p>We advocate the protection of these inventoried roadless areas which act as a buffer for the designated wilderness areas in the canyon. The proposed gondola should not be exempt from the Roadless Rule. It is a permanent highway project, which we will explain later, that would have negative impacts on our watershed, plant and animal communities, recreation opportunities and more.</p> <p>We assert that UDOT has made recommendations and drawn conclusions within the Supplemental Information Report and the Air Quality Supplemental Information Technical Report based on errors, omissions and inaccurate assessments.</p> <p>Multiple Errors in Roadless Area Characteristics Values Assessment</p> <p>The Final EIS for the Wasatch-Cache National Forest, Forest Plan Revision (USDA Forest Service 2003b) assessed each IRA's roadless area characteristics or values. These values were soil/water/air resources; drinking water sources; biodiversity plant and animal communities; special status species habitat; recreation opportunities (primitive); landscape character/scenic integrity; cultural sites; and unique characteristics. UDOT assessed projected impact of each transportation alternative on the above values within each IRA and compared their assessments against the baseline value ("no action" alternative).</p> <p>For the gondola and all the other transportation options assessed, UDOT recorded, in essence, no negative impact on any of the roadless values over the baseline. None. They rationalize that the gondola would not degrade the roadless values by arguing the gondola's relatively small physical footprint would impact <1% of the total land volume of each IRA.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The logic used in assessing the roadless values by comparing just the physical tower footprint to the total size of each IRA is flawed. It is equivalent to assessing the impact an airport has on its surrounding environment solely based on the size of the runway relative to the size of the state in which resides. This is wrong on so many levels. The specific footprint of the towers are a small part of their total environmental impact. This approach ignores how the gondola's impact reaches far beyond the limits of the measured tower footprint. UDOT's FEIS and Supplemental Report mistakes, incorrectly assesses, or omits to consider the following impacts (several of which will be treated in greater detail):</p> <ol style="list-style-type: none"> 1. There will be roads built and maintained to all towers, contrary to UDOT's assertion, because tower foundations cannot be excavated and filled with concrete by helicopter or crane and after construction every tower will need road access for maintenance, repair, inspections, and emergency operations. 2. Many of the towers will require protective diversionary berms that by necessity will have a much larger footprint than the tower they protect and require extensive scaring beyond the area of tower base. The berms will alter the topography of the watershed — completely omitted by UDOT. 3. The second angle station requires excavation, operation, road access, and paved parking inside an IRA on a former smelter site that is 'likely contaminated' with lead and arsenic and will likely require EPA assessment and remediation; UDOT acknowledges this threat but fails to assess its environmental impact on public health, watershed, and wildlife. 4. While any one tower may be responsible for timber harvesting and road construction on a small percentage of the total IRA land that lies underneath and around the tower and berms, UDOT is proposing 22 towers, 8 in the IRAs, along with 2 angle stations. They will be visible and provide noise pollution thru out the entirety of all three IRAs. All the towers and angle stations taken in total add up to a highly significant impact on all three IRAs. UDOT fails to assess or acknowledge this combined impact. 5. The size of the tower footprint as a percentage of the total IRA is irrelevant in terms of assessing the environmental impact. These giant towers with their elevated noise and visual motion will impact wildlife and recreational experiences far beyond the specific footprint. 6. The snow sheds will require extensive berms to channel snow from a wide area onto the shed. Constructing these berms will create a large scar in the IRAs, much larger than the specific footprint of the berms. They cannot be constructed with just a helicopter or crane. They will require heavy equipment on new roads (temporary or permanent). Once built, the berms will alter surface and ground water flow damaging the watershed over a large area. The berms and sheds will divert wildlife and force it to concentrate at road crossings at the end of the long expanse of snow sheds, thereby raising the danger to both wildlife and motorists. 7. Assessing the gondola's impact on the visual and landscape character value based on just the size of tower base footprints ignores that the gondola is an 8-mile long structure made up of almost 3 towers per mile (22 towers and 2 angle stations) and that along its 8 miles of cable there will be 40 cabins hanging 50 to 210' off the ground. This is much more than a footprint. UDOT significantly underestimates the impact on these IRAs. More on this later. <p>Construction Impact Minimized</p> <p>UDOT fails to mention the full range of road construction necessary to bring heavy equipment and concrete to build the large footings for these big towers within the IRAs. Construction will require timber harvesting, road construction and significant excavation for tower footings, even if the tower sections themselves are airlifted in after roads are constructed to create the foundations. After construction, during the lifetime of gondola operation, UDOT will need to maintain each new tower road to provide access for maintenance, inspection, repair and emergency operations.</p> <p>The portion of the IRAs where gondola towers and angle station construction takes place will have an impact on the environment well beyond just the specific footprint under the road. Visual impacts, noise (UDOT FEIS says it will double the current noise level), watershed, and wildlife impacts will extend far beyond the footprint of the new roads — visual and noise impacts will be felt through a large percentage of the IRAs and into a significant portion of the National Wilderness Areas. While the exact footprint of the snow shed berms themselves may be small, their construction will require removal of timber and vegetation and movement of soil over a much wider area. Channeling snow slides across several chutes onto a narrower snow shed path will also alter and channel the watershed over a much wider area. Because the snow sheds will prevent the passage of wildlife, animals will be channeled around the berms and sheds and concentrated at the ends for road crossings. This new pattern of wildlife movement poses additional risks to both motorists and wildlife. The berms will alter the environment over a far wider area than the small footprint immediately underneath the berms. The Forest Service needs to conduct its own EIS and issue its own ROD to properly assess these non-minimal impacts.</p> <p>The Gondola is a "Road"</p> <p>UDOT claims the construction of a gondola is exempt from the Roadless Rule because it isn't a road for motor vehicles, and that any associated timber cutting and removal would be incidental. It says the snowshed may be exempt because it would promote safety against avalanche hazards. The Forest Service will make the final decision in its Record of Decision for the SR210 (road going up LCC) project.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The process that UDOT is undertaking is a National Environmental Policy Act (NEPA) process and involves transportation analysis for the SR210 highway. In UDOT's opinion the gondola isn't defined as a road, but it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan. Further, Title 23 U.S. Code § 101 Definitions and declarations of policy: Section (a) (11) Highway, part (B) defines a "highway" as "a right-of-way". U.S. Title 49 Subtitle B/Chapter III/Subchapter B/Part 390/Subpart A/ § 390.5T Definitions: "Highway means any road, street, or way, whether on public or private property, open to public travel". The proposed gondola is clearly a "right-of-way" and a "way" and therefore is a highway under Title 23 and under Title 49. A "highway" is synonymous with a 'public road' per the Federal Motor Carrier Safety Administrations directive: FMCSA-RG-390.5T-Q026, issued 4 April 1997.</p> <p>The gondola is a major transportation system in and of itself. Forty 30-passenger gondola cabins traveling on its defined "byway" follows the same route as SR210 and serves the same purpose of transporting people and material from one location to another. The gondola system is mechanical with a motorized drive system, it has operators, requires periodic maintenance and is subject to breakdowns and downtime. It is projected to transport over 1,000 people per hour traveling over the same route and, as such, constitutes a "road" per the intent of the RACR. One of the stated objectives to be achieved by UDOT's choice of a gondola is to bring an additional 2300 visitors to LCC, just like a "road." And if UDOT had viewed it as a "road," a specific capacity study of the area impacted to support this objective would have been required as part of the EIS</p> <p>Both a road and a gondola are structural forms of transportation and have a physical impact on the environment, requiring the clearing of land and altering natural landscapes. The gondola will impose miles of visual, noise, and wildlife disturbance through most of the IRAs. A gondola, like a road, also requires ongoing maintenance and infrastructure to support its operation. At the low points of the gondola cables, trees will have to be routinely harvested or cut back to provide clear passage for gondola cabins, like a road has to have periodic maintenance. The visual and noise impacts will extend far beyond the line of the gondola cables and cabins, impacting wildlife and recreation in almost all the IRAs as well as the adjoining National Wilderness Areas. The gondola will impose the same impacts as a physical roadway on the IRAs as well as a much larger footprint of impact in terms of noise and visual pollution due to its length and height. It is still a form of transportation that imposes a physical presence on the landscape, and therefore should be subject to the same considerations as a road when it comes to environmental impacts and land-use planning.</p> <p>Full Visual Landscape Integrity Impact Ignored</p> <p>While Scenic Landscape Character and Integrity is just one of the roadless values the RACR is intended to protect it is one of the most prominent from the public's immediate perspective. UDOT drastically downplays the visual impact of 22 towers and 2 angle stations distributed along an eight mile narrow corridor over shadowed by inventoried roadless areas and designated wilderness areas. That is almost 3 towers every mile. Five of these towers specifically will have flashing lights on top per FCC & FAA requirements. UDOT's EIS suggests that all 22 towers may have to be lighted due occasional helicopter traffic in the canyon. This eight miles of LCC is a designated Utah State Scenic Byway that is marketed and visited for of its unique beauty. Scenic integrity is an important aspect of the RACR, which aims to protect the natural beauty and scenic values of inventoried roadless areas on National Forest System lands.</p> <p>The RACR defines scenic integrity as "the degree to which the scenic character of a landscape is undiminished by human disturbance." To protect scenic integrity, the RACR requires that road construction, road reconstruction, and timber harvesting activities in inventoried roadless areas must be consistent with maintaining the natural and undeveloped character of the area. This includes considerations such as avoiding or minimizing visual impacts to the landscape, preserving natural features such as streams and meadows, and minimizing the amount of visible infrastructure such as roads and buildings. Twenty-two 200' towers blend into nothing.</p> <p>Snowbird and UDOT appear to recognize the negative visual impact of 200' tall steel matrixed towers with 40' x 40' concrete bases. They are planning to use single column towers in the vicinity of their hotel structures in place of the massive matrixed structures. They obviously recognize the negative impact the matrixed towers would have on the view shed and that experience on guest experience. Further, UDOT specifically acknowledges in the Supplement Report that "the gondola would introduce elements and/or patterns that would be visibly dominant and would create strong contrast compared with other features in the landscape. A high level of impact was assessed for the impacts of the gondola."</p> <p>The RACR requires that land management agencies conduct visual resource inventories to identify and evaluate the scenic values of roadless areas. These inventories help to identify areas that have high scenic values and should be prioritized for protection under the RACR. Overall, the inclusion of scenic integrity as part of the RACR recognizes the importance of preserving the natural beauty and scenic values of roadless areas, and the role that these areas play in providing aesthetic and recreational benefits to the public. But UDOT attributes no measurable impact on the scenic integrity of the roadless areas from 22 towers and 2 surface angle station building structures. Given the unique nature of this narrow canyon, the towers will be visible from within the IRAs and from the designated National Wilderness Areas that reside within it. 200' towers, regardless of color, blend into nothing. Even with their admission of visual impact, UDOT does not assess a change in its base line scenic roadless value. They err in their assessment that the view shed and landscape character is not significantly impacted.</p> <p>Air Quality Supplemental Focuses on the Wrong Issue</p> <p>The Federal Highway Administration (FHWA) is requiring UDOT to submit additional information to make their project proposal consistent with the regional conformity determination and require that potential local emission impacts are appropriately analyzed and addressed. They are asking UDOT to provide data on using a 14-year old 100% diesel fleet (as opposed to a mix of fuels in the original EIS). We believe this will provide a worst-case comparison to the proposed gondola even though it will use coal-based southern Utah-</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>generated electricity whose emissions are excluded from the study. UDOT erred when they omitted the electric bus option. UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Electric buses are a proven technology, came to Utah five years ago and traveled to the all the major ski resorts in Utah. This demonstration of an electric bus driving to Utah ski areas was documented in a video available to the general public on YouTube.com. Last year a 3rd generation electric bus returned to Utah and demonstrated its capability to travel LCC at posted speed limits with power to spare. The technology is proven and available. UDOT erred in their initial EIS and should be required to generate a "best case scenario" using currently available proven electric bus technology.</p> <p>UDOT "Agency Coordination" Missing Critical Information</p> <p>A third area on which UDOT seeks public comment is entitled "Agency Coordination." To summarize the issue: UDOT must obtain approval from the US Department of Transportation before UDOT can appropriate federal land administered by the US Forest Service (USFS) for several gondola towers and an angle station. The Dept. of Transportation must ask the USFS if it has any objections before allowing UDOT to appropriate the land. The USFS can agree with UDOT's Supplemental EIS report or alternatively the USFS can conduct its own Environmental Impact Study (EIS) and make its own Record of Decision (ROD).</p> <p>UDOT's assessment in their supplemental report states incorrectly that there is minimal to no impact to the LCC Inventoried Roadless Areas despite significant timber removal and road construction for towers and angle station. UDOT ignores the significant potential for impacting the forest and its environs from excavating and operating an angle station within the IRA that sits on a former smelter site and is according to UDOT "likely to be contaminated" with lead and arsenic. This is a crucial flaw in UDOT's assessment. It is imperative that the Forest Service conduct its own environmental assessment, its own EIS, and issue its own ROD.</p> <p>UDOT proposes to construct road access and pave a large area within one of the USFS IRAs to construct and operate a gondola angle station. Besides the normal impacts of timber harvesting and constructing a new road and concrete pad in an IRA, the angle station site resides on top of a former ore smelting operation that, according to UDOT, it is "likely contaminated" with lead and arsenic at a minimum. EPA is aware of the site but has not formally listed it as a super fund site nor planned or conducted any remediation. The EPA's explanation is that they have assumed the site would never be developed for any purpose, lying as it does in an IRA. Because UDOT's FEIS failed to test and assess remediation needs for this site, it is imperative that the USFS request that the EPA conduct an environmental assessment and recommend a plan for remediation. The USFS needs to do its own EIS and ROD subsequent to any EPA required remediation. An accurate environmental assessment cannot be made until the EPA assesses the danger to public health from excavations and operations of the angle station and until after any required remediation occurs. And, under NEPA, part of the environmental impact study needs to include the cumulative impact on land use and resource sustainability along with the social and economic impacts of the proposed transportation project. Since one of UDOT's stated objectives of this project is to increase the daily population by 2300 people it is necessary to understand the cumulative effect of that addition to the environment and surrounding community. Since the UDOT study omitted such an analysis the USFS will need to include a capacity study in their own EIS.</p> <p>Specific Comments on the UDOT Supplemental Reports</p> <ol style="list-style-type: none"> 1. IRAs act as a buffer for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. 2. Gondola towers in protected roadless areas are not compatible with the intent of the RACR. The gondola would directly violate the Roadless Rule and take away from many of the qualities users of the National Forest cherish in LCC: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. 3. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that Utahns highly value. Conserving IRAs leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in LCC: Twin Peaks, Lone Peak, and White Pine Roadless Areas. This goes against everything the 2001 Roadless Rule is intended to do. 4. With an angle station ¼ from the Tanner Flat Camp Ground noise from the transfer station (drive motors, decoupling & reconnecting procedures) will be new noise pollution introduced into the camping environment additional to that which might be currently experienced. Camping and picnicking will not be the same. 5. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. Our community needs an accurate EIS to be conducted by the USFS to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored when we are building into Roadless Areas? 6. FoLCC cannot support the accuracy and validity of an EIS that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. We urge UDOT, USFS, FHWA, and the Secretary of Transportation to say no to a gondola in LCC because of the impacts to the Roadless Rule. 7. The LCC watershed is essential to tens of thousands of people in Salt Lake County. Salt Lake City assessed the proposed gondola's impacts on the watershed from new roads, timber harvesting, constructed berms altering the movement of both ground and subsurface water. 	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		8. A gondola angle station will lie inside a USFS Inventoried Roadless area ¼ mile from the Tanner Flat Campground, a public recreation area. The road to the angle station and paved area would require timber removal and impact visually on campers as shown by UDOT's renderings, and noise pollution will double according to UDOT's FEIS. Just the act of building angle station structures in a Roadless Area would have significant impact on the visual integrity of the area and should be disallowed.	
39407	Markewitz, Eric	No gondola. Either improved bussing solution is better and isn't a massive eyesore. While the current state of parking and traffic can be frustrating I believe we need to start thinking of them as natural limits on how many people can safely and comfortably enjoy the resorts at any one time. The gondola would bring many more people up to the resorts that already have long lift and food lines on busy days. At the end of the day these two resorts cannot serve an unlimited amount of people and are already near their maximum. Adding another several thousand a day won't improve the situation. Don't ruin the canyon - no gondola.	A32.29VV
42225	Markey, Kersti	Public funds should not go to special interest projects like this. Not to mention the damage to the canyon for the rest of us non skiers. While on the surface it seems like a plausible solution, the more I find out about this project, the more it stinks.	A32.29VV
55826	Markey, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Markey</p>	A32.3A; A32.3F
51100	Markham, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Markham</p>	A32.3A; A32.3F
46537	Markle, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Markle</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51397	Markosian, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Markosian</p>	A32.3A; A32.3F
41727	Marks, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Marks</p>	A32.3A; A32.3F
51816	Marks, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Marks</p>	A32.3A; A32.3F
55893	Marks, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sam Marks	
51904	Markthaler, Joey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Joey Markthaler	A32.3A; A32.3F
56333	Markworth, Jack	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jack Markworth	A32.3A; A32.3F
45725	Marler, Kate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kate Marler	A32.3A; A32.3F
40257	Marler, Mona	No to the Gondola. Yes to enhanced bus service. No taxpayer money for private resorts, if they want the gondola let them commit to help finance	A32.29VV
39524	Marler, Mona	I'm opposed to the Gondola, too expensive. Why should tax payers pay for private industry? Enhance the bus service. Maybe the resorts should stop over selling their product.	A32.29VV
54587	Marlow, Andrea	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Marlow</p>	
55811	Marlowe, Denise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Denise Marlowe</p>	A32.3A; A32.3F
49802	Marolt, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Marolt</p>	A32.3A; A32.3F
43976	Marquez, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Marquez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44668	Marquez, Glenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Glenda Marquez</p>	A32.3A; A32.3F
45437	Marra, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Marra</p>	A32.3A; A32.3F
43200	Marriott, Cydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cydnee Marriott</p>	A32.3A; A32.3F
43670	Marriott, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Marriott</p>	
47101	Marriott, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Marriott</p>	A32.3A; A32.3F
43386	Marriott, Taryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taryn Marriott</p>	A32.3A; A32.3F
56073	Marron, Rylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rylee Marron</p>	A32.3A; A32.3F
45413	Marseilles, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Marseilles</p>	
45720	Marsh, Addy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addy Marsh</p>	A32.3A; A32.3F
49157	Marsh, June	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, June Marsh</p>	A32.3A; A32.3F
49064	Marsh, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoebe Marsh</p>	A32.3A; A32.3F
54585	Marsh, Rhonda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhonda Marsh</p>	
44832	Marsh, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Marsh</p>	A32.3A; A32.3F
50547	Marshall, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Marshall</p>	A32.3A; A32.3F
46673	Marshall, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Colin Marshall	
53605	Marshall, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Marshall</p>	A32.3A; A32.3F
48599	Marshall, Hadley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hadley Marshall</p>	A32.3A; A32.3F
48684	Marshall, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Marshall</p>	A32.3A; A32.3F
45689	Marshall, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josie Marshall</p>	
47354	Marshall, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Marshall</p>	A32.3A; A32.3F
50280	Marshall, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Marshall</p>	A32.3A; A32.3F
44593	Marshall, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Marshall</p>	A32.3A; A32.3F
41831	Marshall, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Marshall</p>	
48051	Marshall, Wilson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wilson Marshall</p>	A32.3A; A32.3F
46182	Marshland, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Marshland</p>	A32.3A; A32.3F
49653	marsland, phebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, phebe marsland</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50473	Marston, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Marston</p>	A32.3A; A32.3F
45770	Marston, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Marston</p>	A32.3A; A32.3F
42572	Martell, Cambrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cambrie Martell</p>	A32.3A; A32.3F
46852	Martell, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it makes the canyon more elite and used by only a select few. This is not who we want to be in Utah.</p> <p>So many Utahns oppose this and yet you are still proceeding. Have we not looked at a bus lane with up and down reversal during peak times, what about a light rail on the road that can move more people. The idea that the gondola costs so much per ride and moves so few people every hour is not viable and seems there are better options. Never mind the environmental impact, it just seems if we</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>look at the problem statement, the gondola doesn't actually solve it.</p> <p>The bus solution today is abominable, like you aren't even trying. 'Driver shortage' so each bus comes infrequently and already full-of course that isn't working.</p> <p>A simple, low stakes solution- add a third lane. In the morning, the lane for busses only goes up the canyon, blowing past the traffic. They can come down in then regular lane. In the afternoon the bus lane comes downhill. Some are specific to Alta and some are specific to snowbird so there is no stop. Make it a better experience to ride the bus than drive and then people will.</p> <p>I just can't understand why you are proceeding when so many Utahns oppose. Feels like this has become a 'pet project' and is about 'winning' rather than finding the BEST solution to solve the issue at hand. You are making the canyon elitist and only available to the wealthy, which will in turn be only used by those out of state. We can do better udot. I know you have smart and innovative people. Please demonstrate good leadership that finds common ground and creative solutioning.</p> <p>Regards, Tara Martell</p>	
47222	Marten, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Marten</p>	A32.3A; A32.3F
47388	Martens, Carolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolyn Martens</p>	A32.3A; A32.3F
52276	Martenson, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Martenson</p>	
39480	Marti, Kathryn	I am submitting a comment regarding the 'Supplemental Information Report - Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives'. It is my heartfelt opinion that the Roadless Rule boundaries must be upheld over building gondola towers.	A32.29VV
50902	Martin, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Martin</p>	A32.3A; A32.3F
40360	Martin, Amanda	Please put in gondola and maybe even more ski resorts they're just too packed the canyons are ridiculous to drive through. We need a gondola	A32.29VV
44061	Martin, Ashlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Martin</p>	A32.3A; A32.3F
54854	Martin, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Martin</p>	
54249	Martin, Caleb	<p>To whom it may concern,</p> <p>This is my home. I am consistently alarmed by the continued degradation and alteration of the landscape around me. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Martin</p>	A32.3A; A32.3F
47583	Martin, Carlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlie Martin</p>	A32.3A; A32.3F
40711	Martin, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Martin</p>	A32.3A; A32.3F
46083	Martin, Dani	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Martin</p>	
41794	Martin, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Martin</p>	A32.3A; A32.3F
40361	Martin, Gabriel	Yay for gondola please count my vote that I do want a gondola	A32.29VV
46349	Martin, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Martin</p>	A32.3A; A32.3F
39549	Martin, John	<p>Paying \$30 to ride the gondola when my season pass cost me less per day with my usage makes no sense.</p> <p>A very simple solution is to use more buses, maybe a dedicated line lane and parking fees would solve the problem. Why should my tax money pay for some thing that's going to charge me over \$30 maybe five dollars would be more reasonable. Otherwise, just use the bus.</p>	A32.29VV
55875	Martin, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Martin</p>	
39498	Martin, Justin	<p>I'm writing to express my opposition to the proposed gondola construction in Little Cottonwood Canyon. I feel like it'll be a huge expense to the taxpayers and mostly benefit the upper class who visit the ski resorts. The ski resorts should be required to contribute more to the cost of these improvements instead of relying solely on public funds.</p> <p>Moreover, I'm skeptical of the cost estimates for the improved buses. I believe that it's possible to substantially improve the bus system with a budget of \$100 million or less. Buses are a better option than a gondola because they can be used for other purposes during low demand periods, such as in the summer months. They can then be redirected back to the ski resorts in the canyon when there is a greater demand.</p> <p>In addition, energy-efficient buses can be used to reduce or eliminate emissions in the canyon. This would be a more cost-effective and environmentally friendly solution than building a gondola. I strongly urge the project team to consider these factors and prioritize the needs of the community and the environment in their decision-making process.</p> <p>I'm in favor of a lower budget bus option than what is currently being proposed.</p> <p>Thanks for your attention.</p>	A32.29VV
53021	Martin, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Martin</p>	A32.3A; A32.3F
40362	Martin, Maddox	The canyon is getting more congested the buses are full. The gondola is the best option please put in a gondola	A32.29VV
46798	Martin, Magden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Magden Martin</p>	A32.3A; A32.3F
48322	Martin, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Martin</p>	
49399	Martin, Miller	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miller Martin</p>	A32.3A; A32.3F
40935	Martin, Nathan	<p>This gondola is not worth it. The land, the animals, the people; the devastation it will cause is incalculable. Not to mention the lost revenue from the 5-10 years of construction creating even *more* traffic. This is just asinine. No gondola please.</p>	A32.29VV
54638	Martin, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Martin</p>	A32.3A; A32.3F
53421	Martin, Patrick	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, harm wildlife ecosystems, and disrupt running, backcountry skiing, mountain biking, and hiking in the area.</p> <p>This would only be slightly useful during a small portion of the year.</p> <p>I cannot and will not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Martin</p>	
42832	Martin, Perry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perry Martin</p>	A32.3A; A32.3F
53364	Martin, Rachelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachelle Martin</p>	A32.3A; A32.3F
45052	Martin, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Martin</p>	A32.3A; A32.3F
54569	martin, Seth	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth martin</p>	
43022	martin, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer martin</p>	A32.3A; A32.3F
48646	Martin, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Martin</p>	A32.3A; A32.3F
39445	Martin, Tim	Build the Gondola	A32.29VV
48311	Martin, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Zach Martin</p>	
41778	Martindale, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Martindale</p>	A32.3A; A32.3F
44250	Martindale, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Martindale</p>	A32.3A; A32.3F
53254	Martindale, Tresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tresa Martindale</p>	A32.3A; A32.3F
56069	Martineau, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Martineau</p>	
48892	Martineau, Kayli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayli Martineau</p>	A32.3A; A32.3F
39450	Martineau, Michelle	<p>I am a Cottonwood Heights resident and my family is directly impacted by the traffic and decisions being made to change (or not change) the transit in Little Cottonwood Canyon. My home is at the top of Daneborg Dr and next to Wasatch Blvd. I see the amount of traffic driving along the road to the canyons not only in the winter, but in the summer too. My son works at Snowbird and would often try to catch the bus (before UTA decreased service to our bus stop because of "driver shortage") and would often get passed by several because the busses were at capacity. People are USING the bus service and actively want to. After reviewing the options, enhanced bus service is the most logical and least expensive solution to our problem. If you have a leak in your plumbing, you don't start out with bulldozing the house. Building a gondola ought to be the last thing we try when all other options have failed.</p> <p>The reason my family moved to Cottonwood Heights five years ago was to be closer to our beloved canyons and for the sense of community in the area. We are raising our children to love the outdoors as much as we do and to be good stewards of the land. But we cannot allow a proposal that taxpayers are footing the bill for and that will only benefits two private corporations, to ignore important conservation rules that have been put in place to protect these wilderness areas. We have an opportunity to be good stewards ourselves and put the interest of the environment we have a duty to protect ahead of that of private companies who only want to profit off of our landscape.</p> <p>As a lover of this amazing ecosystem and as a resident directly impacted by these vital decisions being made, I am begging you to make the most logical choice here and go with enhanced bussing. We don't need to bulldoze the house.</p>	A32.29VV
54498	Martineau, Stanley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stanley Martineau</p>	A32.3A; A32.3F
42784	Martinez, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Martinez</p>	
53013	Martinez, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Martinez</p>	A32.3A; A32.3F
40575	Martinez, Anthony	<p>What a joke ! Government tyranny.</p>	A32.29VV
44091	Martinez, Caleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleigh Martinez</p>	A32.3A; A32.3F
40643	Martinez, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Martinez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45203	Martinez, Dakota	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dakota Martinez</p>	A32.3A; A32.3F
56158	Martinez, Dorothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dorothy Martinez</p>	A32.3A; A32.3F
50695	Martinez, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Martinez</p>	A32.3A; A32.3F
53213	Martinez, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Martinez</p>	
40616	Martinez, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Martinez</p>	A32.3A; A32.3F
52452	Martinez, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Martinez</p>	A32.3A; A32.3F
54419	Martinez, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Martinez</p>	A32.3A; A32.3F
47571	martinez, Kyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyla martinez</p>	
43872	Martinez, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Martinez</p>	A32.3A; A32.3F
54319	Martinez, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Martinez</p>	A32.3A; A32.3F
41401	Martinez, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Martinez</p>	A32.3A; A32.3F
45563	martinez, megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, megan martinez</p>	
50709	Martinez, Montana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Montana Martinez</p>	A32.3A; A32.3F
47213	Martinez, Pine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pine Martinez</p>	A32.3A; A32.3F
46456	martinez, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Savanna martinez	
49638	Martinez, Tammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammy Martinez</p>	A32.3A; A32.3F
47707	Martinez, Trayce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trayce Martinez</p>	A32.3A; A32.3F
52731	Martinez-Miller, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Martinez-Miller</p>	A32.3A; A32.3F
52565	Martinez-Uhler, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Martinez-Uhler</p>	
48402	Martins, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Martins</p>	A32.3A; A32.3F
55491	Martinsen, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Don't do it [REDACTED]</p> <p>Regards, Ethan Martinsen</p>	A32.3A; A32.3F
45728	Martynek, Marcelina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcelina Martynek</p>	A32.3A; A32.3F
49427	Marx, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Marx</p>	
54948	Marx, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Marx</p>	A32.3A; A32.3F
51633	Masaniai, Malieo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malieo Masaniai</p>	A32.3A; A32.3F
49079	Mascaro, Bobby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bobby Mascaro</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48823	Masiewicz, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Masiewicz</p>	A32.3A; A32.3F
54293	Maskill, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Maskill</p>	A32.3A; A32.3F
40489	Maskrey, Brian	As a recent transplant to Utah, I am against the proposal for a Little Cottonwood Gondola. It does not solve the problems of parking, just moves it. It also takes away from the exclusivity that is LCC: of the snow is good, you may not be able to get there. This is assuming that the gondola would run during road closures that happen outside of avalanche control activities. It would absolutely disrupt the nature of the canyon, which is appreciated by all outdoor enthusiasts, who use the road, but enjoy the lack of mechanical noise and nuisance in the canyon	A32.29VV
39544	Maso, S	Please listen to the majority of the citizens of the state who don't want the gondola. If Snowbird resort want the gondola let them pay for it out of their own profit. Expand bus service and incentivize car pools in the winter season.	A32.29VV
51097	Mason, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Mason</p>	A32.3A; A32.3F
43451	Mason, Edie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edie Mason</p>	
45614	Mason, Gabby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabby Mason</p>	A32.3A; A32.3F
47611	Mason, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Mason</p>	A32.3A; A32.3F
40609	Mason, John	<p>I am strongly opposed to the plan to build a gondola in Little Cottonwood Canyon. The visual impact on the canyon would be huge. The gondola towers and cables would be visible from many of the heavily visited areas in the canyon, and would greatly detract from the scenery that people visit the canyon to enjoy. Additionally, it makes no sense to spend such a large amount of public money on a gondola meant to serve two private businesses.</p> <p>I strongly recommend an approach combining road improvements, including snowsheds, enhanced bus service, and peak period tolling. The road already exists and will always be needed to service the canyons. It has the potential to service all canyon users for the entire year with only slight improvements, such as snow sheds, and better mass transit, all at much less expense than the gondola. Such improvements would be limited to modifications to the existing roadway rather than creating new areas of impact. The visual and environmental impacts of an expanded road corridor would be much less than those of the gondola. A full-length canyon gondola will greatly diminish the view shed and is too long and expensive a ride to continually attract non-skiing tourists.</p>	A32.29VV
52878	Mason, Reed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reed Mason</p>	
50794	mason, veda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, veda mason</p>	A32.3A; A32.3F
47617	Masone, Seamus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seamus Masone</p>	A32.3A; A32.3F
56296	Massaker, Paige	<p>To whom it may concern,</p> <p>I adamantly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion! Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot and will not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Massaker</p>	A32.3A; A32.3F
47421	Massari, Samuel	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Massari</p>	
43607	Massey, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Massey</p>	A32.3A; A32.3F
44709	Masson, Elyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyse Masson</p>	A32.3A; A32.3F
45139	Mast, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aaron Mast	
42338	Mastaloudis, Angela	<p>I oppose gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and potentially ruin Little Cottonwood Canyon: contaminating water, threatening wildlife, and endless recreation opportunities.</p> <p>I do not understand how UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, but not the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Finally, protecting air and water quality, biodiversity and a sense of isolation are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
46652	Mastandrea, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Mastandrea</p>	A32.3A; A32.3F
54132	Masters, MAndy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MAAndy Masters</p>	A32.3A; A32.3F
39291	Masters, Tamara	Thank you for the information. I am opposed to the Gondola and like the less impact and lower cost idea of buses.	A32.29VV
49551	Masterson, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Masterson</p>	
52378	Mastrangelo, Suzette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzette Mastrangelo</p>	A32.3A; A32.3F
43185	Mastro, Kylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylan Mastro</p>	A32.3A; A32.3F
42497	Mataya, Nadja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It is clear that the ski bus was a valuable and useable solution last year and funding was cut so that it is unuseable now. People WILL use public transportation if it's available and reliable. Sometimes the best solution is the solution we have had the entire time.</p> <p>Regards, Nadja Mataya</p>	A32.3A; A32.3F
48528	Mateus, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Mateus</p>	
48847	Mateus, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Mateus</p>	A32.3A; A32.3F
55864	Mather, Alex	<p>Can't make it any more obvious, WE DONT WANT A GONDOLA. What happens in 5 years to Big Cottonwood? Are we going to build a \$700 million gondola with my tax paying dollars so a few major corporations can make even more money???? And not even service the public lands throughout the canyon, just the greedy scumbags at the top of it!!!! I love it, the fact this idea has gone past the whiteboard is a joke. I'm a 23 year old college student and a few hours of research made it pretty obvious this is not even a considerable solution. Unless you're part of the party making money from it. I can't emphasize it enough, I don't want a gondola, not a single person that I know in fact wants the gondola. So if it isn't money driving this thing why am I having to comment on yet another period for public opinion. YOU ALREADY KNOW WHAT THE PUBLIC WANTS AND ITS NOT A GONDOLA</p> <p>Sent from my iPhone</p>	A32.29VV
44596	Mather, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Mather</p>	A32.3A; A32.3F
43387	Mathers, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Mathers</p>	
49020	Mathes, Tenzin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tenzin Mathes</p>	A32.3A; A32.3F
55579	Matheson, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. I'd be thrilled to use more frequent bus options. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I'm an avid backcountry skier, resort skier and trail runner and grew up here in Salt Lake City and hope to continue to enjoy this amazing canyon without marring it permanently.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Little Cottonwood Canyon is also part of our watershed and we rely on its drinking water. Any construction in this area will impact the watershed and local ecosystem.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I'm an Alta pass holder and the parking reservation system is great! More parking infrastructure near the base would also help expand bus service and carpooling.</p> <p>We need changes but I urge you to consider the impacts for all canyon users year round, the watershed and forest and wildlife.</p> <p>Regards, Heather Matheson</p>	A32.3A; A32.3F
41910	Matheson, Jack	Public monies should not be used to fund a gondola that serves a minority of residents. Funding should come from fees on users of canyons and resorts.	A32.29VV
40117	Matheson, Will	I am opposed to the gondola, for reasons including but not limited to its violation of the Roadless Rule. The angle stations, towers, snowsheds, and associated clearing of three separate roadless areas in LCC creates social and ecological damage and violates the law. In addition, I do not want to see the inevitable lawsuit that would continue this quagmire if UDOT continues to push ahead despite these issues, wasting time and money while solutions are put on pause.	A32.3A; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I would further like to see UDOT assess the impact of electric buses. UDOT has already adjusted its analysis to consider the possibility of using higher emissions fuels like diesel, so it is striking that it hasn't yet considered alternative fuel options.</p>	
41861	Mathews, Haylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haylee Mathews</p>	A32.3A; A32.3F
46905	Mathews, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Mathews</p>	A32.3A; A32.3F
51200	Mathewson, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Mathewson</p>	A32.3A; A32.3F
39999	Mathiason, Mike	<p>Hi,</p> <p>My name is Mike Mathiason. I used to live at the mouth of LCC for 10 years. I now live down by historic Sandy station. This gondola is going to be a horrible investment for the community (tax payers). This only stops at the ski resorts. It's only going to be useful 25-30 days a year. That's under 10 percent. Why would we change the whole canyon for 25 days ? I have bikes the bike trail in LCC probably 1000 times. This would probably wreck that trail. Please don't allow this to happen. This will wreck the canyon, and cost the taxpayers tons of money for a horrible investment for the community. Please don't allow this to happen.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45192	Mathison, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Mathison</p>	A32.3A; A32.3F
42949	Matley, Devyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devyn Matley</p>	A32.3A; A32.3F
42176	Matson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Matson</p>	A32.3A; A32.3F
40728	Matson, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Matson</p>	
51199	matsukawa, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew matsukawa</p>	A32.3A; A32.3F
41855	Matteraglia, Luca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luca Matteraglia</p>	A32.3A; A32.3F
40906	Matthews, Audrey	<p>As a newer resident to UT, I was excited about all the outdoor activity SLC had to offer me and my family and our expectations were blown away after spending last summer exploring the Cottonwood Canyons. To learn that Little Cottonwood is at risk of being ruined for the sole reason of supporting two private resorts is shameful and it's even more ridiculous that tax payers are expected to foot the bill for the gondola. As a tax payer, I'd rather seen my tax dollars fund other environmental issues around reducing pollution, better public transit, and for goodness sake can we PLEASE find the public education system better?! Please, do not destroy the beauty little Cottonwood has to offer everyone. Instead of putting it at risk, we should be protecting each and every inch of it.</p>	A32.29VV
51624	Matthews, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Matthews</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55989	Matthews, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Matthews</p>	A32.3A; A32.3F
54517	Matthews, Gracyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracyn Matthews</p>	A32.3A; A32.3F
56126	Matthews, Kirby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirby Matthews</p>	A32.3A; A32.3F
56125	Matthews, Nolan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nolan Matthews</p>	
46659	matthews, quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, quinn matthews</p>	A32.3A; A32.3F
40185	Matthews, Robert	I am still convinced that the tram is the best option.	A32.29VV
52644	Matthias, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Matthias</p>	A32.3A; A32.3F
42839	Mattingley, Taelor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taelor Mattingley</p>	A32.3A; A32.3F
45039	Mattingly, Tobias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tobias Mattingly</p>	
51337	Mattinson, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Mattinson</p>	A32.3A; A32.3F
51496	Mattison, Brendon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendon Mattison</p>	A32.3A; A32.3F
40350	Mattos, Gary	Please do not destroy such a great climbing area. This will have a huge impact on so much recreation in LCC	A32.29VV
49617	mattox, Marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcus mattox</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55218	mattson, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis mattson</p>	A32.3A; A32.3F
54204	mattson, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison mattson</p>	A32.3A; A32.3F
49657	Matushek, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Matushek</p>	A32.3A; A32.3F
41384	Matuszewski, Lucas	I oppose any tolling to access the cottonwood canyons. The more frequent bus service is the best way to alleviate traffic.	A32.29VV
41467	Mauer, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Mauer</p>	
53003	Mauer, Maddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddy Mauer</p>	A32.3A; A32.3F
52839	Mauerman, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Mauerman</p>	A32.3A; A32.3F
55220	maughan, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily maughan</p>	A32.3A; A32.3F
47683	Maughan, Holden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holden Maughan</p>	
49929	Maughan, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Maughan</p>	A32.3A; A32.3F
52916	Maul, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Maul</p>	A32.3A; A32.3F
45837	Maulding, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Maulding</p>	A32.3A; A32.3F
39593	Maul, Walter	I travel from Washington DC to ski in Utah. Have the resort pay for the lift and pass the cost to skiers.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52259	Mault, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Mault</p>	A32.3A; A32.3F
45942	Mault, Zayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zayden Mault</p>	A32.3A; A32.3F
54982	maxfield, onyx	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, onyx maxfield</p>	A32.3A; A32.3F
53684	Maxfield, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Maxfield</p>	
54692	Maxinoski, Adelya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adelya Maxinoski</p>	A32.3A; A32.3F
42785	Maxwell, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Maxwell</p>	A32.3A; A32.3F
50935	May, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea May</p>	A32.3A; A32.3F
53587	May, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna May</p>	
50674	May, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine May</p>	A32.3A; A32.3F
45251	May, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise May</p>	A32.3A; A32.3F
48338	May, Gillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gillian May</p>	A32.3A; A32.3F
53232	may, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael may</p>	
43176	May, Tristan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristan May</p>	A32.3A; A32.3F
39383	May, Zachary	<p>UDOT has not adequately explained how this gondola projects accounts for the 2001 Roadless Rule in the canyon as well as the 2003 Revised Forest Plan when it comes to development. This is unacceptable and another way in which UDOT is pushing its agenda despite huge opposition to this project. Use the Common Sense approach to traffic in this canyon, which is NOT the gondola. Signed from a passionate Salt Lake resident.</p>	A32.3A; A32.3F
53561	Mayberry, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Mayberry</p>	A32.3A; A32.3F
56114	Maybury, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Maybury</p>	
41512	Mayek, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Mayek</p>	A32.3A; A32.3F
45819	Mayer, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Mayer</p>	A32.3A; A32.3F
41864	Mayer, Keziah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keziah Mayer</p>	A32.3A; A32.3F
44918	Mayer, Olyvia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olyvia Mayer</p>	
47968	Mayer, Pamela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is a ridiculous idea and experience!</p> <p>Regards, Pamela Mayer</p>	A32.3A; A32.3F
41775	Mayer, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Mayer</p>	A32.3A; A32.3F
56046	Mayes, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Mayes</p>	A32.3A; A32.3F
46885	Mayes, Paige	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Mayes</p>	
41359	Mayhew, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Mayhew</p>	A32.3A; A32.3F
47432	Maynard, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexie Maynard</p>	A32.3A; A32.3F
49303	Maynes, Karli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Karli Maynes</p>	
47316	Maynez, Hiram	<p>To whom it may concern,</p> <p>Please listen to the voice of the majority. The citizens that live here and pay taxes here have been allowed to comment numerous times with the same overwhelming majority opposing the gondola.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hiram Maynez</p>	A32.3A; A32.3F
48275	Mayo, Shan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shan Mayo</p>	A32.3A; A32.3F
44106	Mays, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Mays</p>	A32.3A; A32.3F
44483	Mazanek, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Mazanek</p>	
50480	Mazonson, Nadia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nadia Mazonson</p>	A32.3A; A32.3F
39827	Mc Ainsh, Michael	<p>As one who likes to hike in the Big and Little Cottonwood Canyons, I am appalled that a gondola, which would be built with taxpayers' dollars and that would only benefit a couple of rich landowner-businesses is being pushed as the only viable way of moving people to those businesses. There are better ways to take people up the mountain that, I'll admit, aren't as glamorous, but will leave the mountains free of the ugly scar that this project will cause if implemented.</p>	A32.29VV
39538	Mc, K	<p>I don't like the gondola but it might be the best option. Whatever happens the people using it needs to pay for it. I think that Alta and Snowbird should put up half the cost of the project. And the road needs to be a toll road for anyone using it.</p>	A32.29VV
45366	McAdoo, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda McAdoo</p>	A32.3A; A32.3F
55047	McAfee, Tristan	<p>To whom it may concern,</p> <p>As a lifelong Utahn, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. This is not acceptable.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation of my fellow Utahns for a project that would fail to improve</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>canyon access for non-resort users. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Each of these is a better solution than a gondola.</p> <p>Regards, Tristan McAfee</p>	
44848	McAlearney, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua McAlearney</p>	A32.3A; A32.3F
39408	McAlister, Josh	<p>Hello,</p> <p>As I am sure you were well aware when you made your initial decision, much of the proposed expansion required by construction of a gondola is not permitted under the Roadless Rule. I guess you were hoping no one would notice...</p> <p>1.8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>2. The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>3. Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>The choice is simple. Withdraw the gondola from further consideration now.</p> <p>-Josh</p>	A32.3A; A32.3F
49965	McAllister, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elsa McAllister</p>	
47461	McAllister, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie McAllister</p>	A32.3A; A32.3F
50076	McAllister, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor McAllister</p>	A32.3A; A32.3F
51232	McArthur, Maddex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddex McArthur</p>	A32.3A; A32.3F
41875	McAuley, Elinor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elinor McAuley</p>	
50091	McBain, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam McBain</p>	A32.3A; A32.3F
54686	McBeain, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh McBeain</p>	A32.3A; A32.3F
55618	McBeain, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly McBeain</p>	A32.3A; A32.3F
50423	Mcbee, Tayler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayler Mcbee</p>	
41253	McBrayer, Hannah	<p>Please seek other alternatives instead of the gondola that will serve locals more than tourists. I live in cottonwood heights and I have noticed the reserve parking implemented by ski resorts has helped a lot. Also open to better bussing or widening the road</p>	A32.29VV
45181	McBride, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey McBride</p>	A32.3A; A32.3F
55371	McBride, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather McBride</p>	A32.3A; A32.3F
49874	McBride, Jaiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jaiden McBride</p>	
55136	McBride, Mandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mandi McBride</p>	A32.3A; A32.3F
41685	McBride, Martina	<p>I'm so confused on why this issue continues to be discussed. It is pretty clear that the majority of the community does not want this gondola. It will not help with the traffic of little cottonwood canyon. If anything, it will increase how many people go up there. Yes some people may use the gondola but the same amount of cars if not more will continue to go up the canyon. What the canyon needs, is a better bus system going up and down like clockwork. If every ten minutes there was a bus going, people would be using them. It would cost significantly less than building this giant contraption into the mountain. Please stop wasting our hard earned taxes and please consider listening to the people. We do NOT want this.</p>	A32.29VV
41702	McBride, Michael	<p>Spanning 8 miles, with 20 towers and 2 angle stations as tall as 262 feet, it would only stop at 2 private ski areas—Snowbird Ski Resort and Alta Ski Area—but would be paid for entirely by Utah taxpayers at an estimated cost of \$1.4 billion. The estimated price per ride ranges wildly, from \$17 to \$200 according to a local news report.</p> <p>Though it would pass through 3 Inventoried Roadless Areas—a designation meant to protect undisturbed areas from road construction and timber harvesting—UDOT claims the gondola is exempt from the Roadless Rule because it's not technically a road, allowing them to push construction forward.</p> <p>The gondola is intended to solve traffic congestion; instead, it could make it worse for all but the select resort users who can afford a ticket:</p> <ul style="list-style-type: none"> - It will put more people in the canyon without improving transit and without studying how many daily visitors the canyon can handle. - It won't stop at non-resort backcountry trailheads, leaving non-resort users to deal with traffic. - It won't operate during active avalanche mitigation. - It will permanently disrupt trailheads, recreation areas and bouldering areas, marring prized views and causing constant noise. - Construction will cause delays and highway closures for at least 5-10 years. - Construction debris will jeopardize a critical watershed supplying most of the Salt Lake Valley's drinking water. <p>These are just a few of the many reasons that most Utahans and nearby local governments oppose the project.</p> <p>UDOT should focus their efforts lower-cost, lower-impact solutions such as carpool incentives, expanded bus service, ect.—solutions that benefit all users without causing irreparable damage.</p> <p>I would lie to suggest focusing in on the the expanded bus services. For a fraction of the cost of the Gondola, UDOT could purchase electric buses that serve the canyons. Expand the areas that these buses serve, not just the limited routes now in service. This will truly mitigate the traffic issues rather than just piling them up in front of the gondola. These buses can also be used all year long and deployed during sepcial events like the NBA All-Star game this last year.</p> <p>The strong push for the gondola make me fee that there are personal/political pressures ensuring that this is seen as the only solution. Who is benefiting from making the taxpayers pay for a gondola that will only serve private businesses? Why are we willing to jepordize the beauty of our canyon? For money? That is the only thing I can come up with that makes sense.</p> <p>Please reconsider and find a solution that will truly resolve the issues at hand!</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55551	McBride, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael McBride</p>	A32.3A; A32.3F
43697	McBride, Wynter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wynter McBride</p>	A32.3A; A32.3F
51626	McBurney, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Many people have built their lives around and within the walls of this canyon. We see this atrocity of a project as a money grab from the resorts who are already limiting access to our public lands. The gondola only perpetuates issues we already have. Please do what is right for the people of Utah, not what makes the resorts more money.</p> <p>Regards, Matthew McBurney</p>	A32.3A; A32.3F
44816	McCabe, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean McCabe</p>	
54549	McCabe, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William McCabe</p>	A32.3A; A32.3F
56290	McCaffery, Kelli	<p>To whom it may concern,</p> <p>As a Utah resident and avid skier I oppose the Little Cottonwood Canyon Gondola and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, or add new infrastructure like a train. Also carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli McCaffery</p>	A32.3A; A32.3F
50887	McCaffery, Linsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please put people over profit.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Linsey McCaffery</p>	
42624	McCaffrey, Shayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shayla McCaffrey</p>	A32.3A; A32.3F
44843	McCall, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle McCall</p>	A32.3A; A32.3F
45017	McCall, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle McCall</p>	A32.3A; A32.3F
44928	McCalley, Jolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jolyn McCalley</p>	
53883	McCallister, Tierney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tierney McCallister</p>	A32.3A; A32.3F
51339	McCallum, Braiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braiden McCallum</p>	A32.3A; A32.3F
49961	McCallum, Mitch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch McCallum</p>	A32.3A; A32.3F
41354	McCallum, Shannon	<p>Please consider options besides the Gondola to improve transit in LCC. The Gondola is not the most affordable plan, only serves a small and elite community in the Wasatch, and will take years to construct. The Students of the Wasatch recently mapped the support beams and angle stations of the proposed gondola and many of them were proposed to be built in very dangerous avalanche paths. I do not believe the gondola will continue running during high avalanche activity despite what the proposed gondola plan states. Please propose higher wage for bus drivers, more buses, and more frequent bus pickups.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55918	McCann, Britton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britton McCann</p>	A32.3A; A32.3F
39287	mccann, dan	No gondolla. What happens when we have our next pandemic. Avalanche sheds, another lane, sell passes for the season to drive. Make it reasonable. Not a daily toll. Perhaps similar in price to a seasons pass.	A32.29VV
44715	McCann, Elijah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elijah McCann</p>	A32.3A; A32.3F
49792	McCanna, Nathan	<p>To whom it may concern,</p> <p>Please understand induced demand. As soon as the gondola is built, destroying the canyon in the process, the temporary decline in traffic will be filled with people now choosing to go to LCC over BCC and park city because of lesser traffic. This will fill up the canyon again, rendering the gondola useless. We need better public solutions that are accessible to all Utahns, not just those that can afford private resorts. Tax payer money should not fund a project that only benefits private companies.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan McCanna</p>	A32.3A; A32.3F
53906	McCarrel, Owen	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen McCarrel</p>	
49237	McCarrey, Hilari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilari McCarrey</p>	A32.3A; A32.3F
56159	McCarron, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor McCarron</p>	A32.3A; A32.3F
50329	McCarron, Kerry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kerry McCarron</p>	
49923	mccarter, macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, macy mccarter</p>	A32.3A; A32.3F
43499	McCarthy, Addi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addi McCarthy</p>	A32.3A; A32.3F
54928	McCarthy, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany McCarthy</p>	A32.3A; A32.3F
54779	McCarthy, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli McCarthy</p>	
44517	McCarthy, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The ski resorts have enough people already! There is no need to get more people into the canyon, they can ski elsewhere!</p> <p>Regards, Matthew McCarthy</p>	A32.3A; A32.3F
52952	McCarthy, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael McCarthy</p>	A32.3A; A32.3F
46923	McCarthy, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael McCarthy</p>	A32.3A; A32.3F
50056	McCartin, Heather	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather McCartin</p>	
44156	McCashland, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby McCashland</p>	A32.3A; A32.3F
48553	McCauley, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor McCauley</p>	A32.3A; A32.3F
49545	Mccauley, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Savannah Mccauley</p>	
47325	McCausland, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry McCausland</p>	A32.3A; A32.3F
46788	McClean, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan McClean</p>	A32.3A; A32.3F
42313	McClellan, Dan	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
48238	McClellan, Lorraine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorraine Mcclellan</p>	
47153	McClellan, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach McClellan</p>	A32.3A; A32.3F
46869	McClintick, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie McClintick</p>	A32.3A; A32.3F
40979	MCCLOSKEY, JAMES	<p>Concerning the transportation issues in LCC as a current taxpayer I am opposed to a public project that benefits a private resort. Given the projected growth of the state we are even now seeing green spaces completely developed in the valley and it is essential we keep our canyons free of human clutter and commercialism. Roadless areas hold social and ecological values that cannot carry a price. Roadless means just that, no roads for any purpose. A road of any type would damage wildlife habitat and that would diminish the value of the Wasatch. Except for the 9 or 10 days of extreme traffic in the canyon during ski season the gondola solution would be an overkill in my opinion.</p> <p>I urge you to reject the gondola proposal, reject the damage it would do to a place that cannot be improved upon so we can pass on this beautiful state to our children just as we received it from those before us. Thank you for your time.</p>	A32.3A; A32.3G
55802	McCloskey, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah McCloskey	
40839	McCloy, Marjorie	<p>I believe constructing a gondola in LCC is in direct violation of the Roadless Rule. The Forest Service designated Roadless Areas to prevent road construction and timber harvesting, protecting these areas from construction impacts. White Pine and portions of Twin Peaks and Lone Peak are designated as Inventoried Roadless Areas (IRA); any construction in these areas is a direct violation. Towers will disrupt the ecology and wildlife; roads for ongoing necessary maintenance will prohibit any kind of recovery once the towers are completed. This construction violates both the spirit and the letter of the Roadless Rule.</p> <p>During the EIS process, UDOT failed to asses how constructing a gondola would violate the Roadless Rule, hence this comment period.</p> <p>A gondola would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs.</p>	A32.3G; A32.3H
41900	McClung, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn McClung</p>	A32.3A; A32.3F
51770	McClure, Daeton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daeton McClure</p>	A32.3A; A32.3F
43933	McClure, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler McClure</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55705	McClurg, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie McClurg</p>	A32.3A; A32.3F
50669	McCluskie, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian McCluskie</p>	A32.3A; A32.3F
42272	Mccollins, Thomas	<p>A Gondola is not the answer. As a recreator in our wasatch mountain range I live by the Motto leave no trace. This gondola option would destroy our canyons by only serving the resorts and ruining the natural beauty. An enhance bus system is a lot better option. If neither of those work, quit being lazy and wake up earlier!</p>	A32.29VV
48617	McComb, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail McComb</p>	A32.3A; A32.3F
43460	McConnell, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren McConnell</p>	
39729	McCool, Daniel	I am totally opposed to this project. I don't ski at the LCC resorts, but you want to use my tax money to subsidize those ski resorts. This is a huge waste of the taxpayers' money. It will also ruin this scenic canyon.	A32.29VV
50679	McCoola, Marika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marika McCoola</p>	A32.3A; A32.3F
55368	McCord, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa McCord</p>	A32.3A; A32.3F
56312	McCormack, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara McCormack</p>	A32.3A; A32.3F
40116	McCormack, Steve	I am NOT in favor of the gondola. The gondola will scar the beauty of Little Cottonwood Canyon and not solve the congestion issue.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48395	McCormick, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack McCormick</p>	A32.3A; A32.3F
46032	McCormick, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan McCormick</p>	A32.3A; A32.3F
55762	McCormick, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle McCormick</p>	A32.3A; A32.3F
47634	McCormick, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lexie McCormick	
39605	McCorvey, Judy	I prefer we try the simple solution first which is electric buses. This has less of an environmental impact. We can always reconsider. Save our canyons, go green and protect our wildlife and forest.	A32.29VV
41244	McCorvey, Judy	I believe electric buses are the best option for today and the future. Please consider this and keep our canyons free from unnecessary development.	A32.29VV
54981	McCorvie, Kate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kate McCorvie	A32.3A; A32.3F
40329	McCowan, Robert	The recent avalanche activity and subsequent closures and/or limited travel schedules should demonstrate that any vehicular options should not be in consideration any more	A32.29VV
39481	McCowan, Robert	Buses are not a solution, especially diesel	A32.29VV
39344	McCoy, Karen	It is very unfortunate you dont even look at comments. It is all about money and politics. May you all reap what you sow.	A32.29VV
49543	McCoy, Will	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Will McCoy	A32.3A; A32.3F
41544	McCraigne, Jaclyn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jaclyn McCraine	
53512	McCrane, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It's always best to have strong foundations (as described above) and then maybe afterward it makes sense to add something like a gondola as a cherry on top. But spend taxpayers' money on having strong foundational transportation.</p> <p>Regards, Erin McCrane</p>	A32.3A; A32.3F
50151	McCray, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex McCray</p>	A32.3A; A32.3F
50173	McCray, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David McCray</p>	A32.3A; A32.3F
39572	McCray, David	I am adamantly opposed to an aerial tram in Little Cottonwood Canyon. I would favor improved bus service.	A32.29VV
52217	McCree, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel McCree</p>	
48283	McCuiston, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel McCuiston</p>	A32.3A; A32.3F
41180	McCullough, Hale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hale McCullough</p>	A32.3A; A32.3F
52051	McCune-Norton, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, McKenzie Mccune-Norton	
44185	mccusker, ahna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ahna mccusker</p>	A32.3A; A32.3F
45425	McDaniel, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin McDaniel</p>	A32.3A; A32.3F
49755	McDaniel, Marci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marci McDaniel</p>	A32.3A; A32.3F
53603	McDaniel, Rhiannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Let's invest more in our transit. Let's listen to the people who live there. Let's actually fight the traffic! Thank you!</p> <p>Regards, Rhiannon McDaniel</p>	
53425	McDermott, Eilish	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eilish McDermott</p>	A32.3A; A32.3F
52211	McDermott, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate McDermott</p>	A32.3A; A32.3F
55471	Mcdevitt, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Mcdevitt</p>	A32.3A; A32.3F
54925	McDonald, Amanda	<p>To whom it may concern,</p>	A32.3G A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I am a local and live at the base of Little Cottonwood Canyon.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda McDonald</p>	
49733	McDonald, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley McDonald</p>	A32.3A; A32.3F
54956	McDonald, Clayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clayton McDonald</p>	A32.3A; A32.3F
45920	McDonald, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth McDonald</p>	
55343	McDonald, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah McDonald</p>	A32.3A; A32.3F
56036	McDonald, Kiersten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiersten McDonald</p>	A32.3A; A32.3F
40090	McDonald, Megan	<p>I don't support the building of the Gondola. I believe there is a better solution to the road issues. I don't believe the gondola will solve the issues, especially the over crowding of the canyon. Which should be taken very seriously to save the beautiful environment that we get to enjoy up there. Please, please, no gondola!</p>	A32.29VV
55467	McDonald, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan McDonald</p>	A32.3A; A32.3F
56134	McDonald, Pat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pat McDonald</p>	
54519	McDonald, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter McDonald</p>	A32.3A; A32.3F
56043	McDonnell, Andrea	<p>To whom it may concern,</p> <p>I have lived in Cottonwood for 35 years and am strongly opposed to the gondola option for little cottonwood canyon. Many Utahns and visitors love the cottonwood canyons for many reasons unrelated to, or in addition to, downhill skiing. For me, this is hiking and photography, as well as protection of the watershed, roadless areas, and wilderness. The gondola option is visually intrusive, if not grotesque, and serves no one but the resorts and their visitors while degrading the environment and the access and enjoyment of those planning to leave a lighter footprint on the land. European resorts with gondolas are typically much larger. This is truly overkill, and much too expensive for too few beneficiaries. Please reject this option that would truly degrade little cottonwood canyon forever.</p> <p>Sincerely, Andrea McDonnell Sent from my iPad</p>	A32.3A
51828	Mcdonnell-forney, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Mcdonnell-forney</p>	A32.3A; A32.3F
54600	McDonough, Jimmy	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jimmy McDonough</p>	
42883	McDonough, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa McDonough</p>	A32.3A; A32.3F
54250	McDougal, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savanna McDougal</p>	A32.3A; A32.3F
49622	McDowell, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Joseph McDowell	
49760	McDowell, Randi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randi McDowell</p>	A32.3A; A32.3F
55564	McElhiney, MaCall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MaCall McElhiney</p>	A32.3A; A32.3F
48715	McElmon, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan McElmon</p>	A32.3A; A32.3F
49707	Mcelmurry, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Mcelmurry</p>	
43258	McElyea, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth McElyea</p>	A32.3A; A32.3F
42047	Mceneany, Calder	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calder Mceneany</p>	A32.3A; A32.3F
50749	McEntire, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista McEntire</p>	A32.3A; A32.3F
46603	McEowen, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan McEowen</p>	
53010	Mceuen, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Mceuen</p>	A32.3A; A32.3F
44650	McEvoy, Macallagh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macallagh McEvoy</p>	A32.3A; A32.3F
47180	McEwan, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney McEwan</p>	A32.3A; A32.3F
40267	Mcfadden, Molly	the gondola is a mistake for LCC. Lower impact alternatives should be tried first.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46786	McFadden, Montana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Montana McFadden</p>	A32.3A; A32.3F
50968	McFall, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie McFall</p>	A32.3A; A32.3F
54100	McFarland, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack McFarland</p>	A32.3A; A32.3F
55517	McFarland, Jami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jami McFarland</p>	
48740	McFarland, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla McFarland</p>	A32.3A; A32.3F
50171	mcfarland, sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sam mcfarland</p>	A32.3A; A32.3F
51081	McFarland, Tayler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayler McFarland</p>	A32.3A; A32.3F
53808	McFarland, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William McFarland</p>	
55262	McFarland, Xander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xander McFarland</p>	A32.3A; A32.3F
46399	McFarlane, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara McFarlane</p>	A32.3A; A32.3F
47337	McGann, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley McGann</p>	A32.3A; A32.3F
55219	McGarrity, Bianca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bianca McGarrity</p>	
46342	McGarry, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle McGarry</p>	A32.3A; A32.3F
55790	McGarry, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara McGarry</p>	A32.3A; A32.3F
41377	McGauley, James	I am definitely against UDOT building a gondola system that would encroach on the roadless areas of Little Cottonwood Canyon	A32.3A
40911	McGavin, Brooke	Please, no gondola! For the amount of days it could be helpful, it is still there, robbing the beauty of the canyon, all year. The cost to the taxpayers and increased burden on the homeowners in that neighborhood FAR outweighs any slight benefit. This just can't happen.	A32.29VV
55307	McGee, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie McGee</p>	
48115	McGee, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake McGee</p>	A32.3A; A32.3F
51215	McGee, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine McGee</p>	A32.3A; A32.3F
46708	McGee, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>In addition, I cannot support a project that will take a decade to complete, leaving a litany of traffic issues and construction in its wake that is obviously intended to only benefit the wealthy and serve solely those that can afford ski passes at the two resorts. While traffic may be an issue, taxpayer money must be more thoughtfully employed to serve the whole community of Salt Lake City and not just two ski resorts that already make millions.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Liam McGee	
43988	McGee, MiKayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MiKayla McGee</p>	A32.3A; A32.3F
51551	McGill, Blue	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blue McGill</p>	A32.3A; A32.3F
46543	McGillivray, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan McGillivray</p>	A32.3A; A32.3F
45072	McGinn, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin McGinn</p>	
44549	McGinn, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason McGinn</p>	A32.3A; A32.3F
52745	McGinness, Marlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlee McGinness</p>	A32.3A; A32.3F
52503	McGinnis, JaymeLin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JaymeLin McGinnis</p>	A32.3A; A32.3F
45004	Mcginnis, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William McGinnis</p>	
46431	McGirk, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon McGirk</p>	A32.3A; A32.3F
41854	McGonigal, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn McGonigal</p>	A32.3A; A32.3F
49764	Mcgovern, Hazel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hazel McGovern</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50644	McGowan, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>OUR TAX DOLLARS SHOULD NOT PAY FOR THIS. IT WILL NOT SOLVE THE PROBLEM.</p> <p>Regards, Kate McGowan</p>	A32.3A; A32.3F
52135	McGrath, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna McGrath</p>	A32.3A; A32.3F
47006	McGraw, Nikki	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nikki McGraw</p>	A32.3A; A32.3F
46847	McGregor, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon, such as limiting canyon access to busses only and enhancing the bus routes into the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael McGregor</p>	
46769	McGrew, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace McGrew</p>	A32.3A; A32.3F
51518	McGrew, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis McGrew</p>	A32.3A; A32.3F
47821	McGrigg, Kira	<p>To whom it may concern,</p> <p>Hello, and thank you for taking the time to read my opinion on a local issue. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon, such as improved and more frequent busses. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Kira M Ogden resident & frequent Cottonwoods enjoyer</p> <p>Regards, Kira McGrigg</p>	
48392	McGuire, Addison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addison McGuire</p>	A32.3A; A32.3F
51254	McGuire, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren McGuire</p>	A32.3A; A32.3F
44319	McGuire, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey McGuire</p>	A32.3A; A32.3F
49352	McHenry, Cruz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cruz McHenry</p>	
54025	McHenry, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick McHenry</p>	A32.3A; A32.3F
44945	McHugh, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara McHugh</p>	A32.3A; A32.3F
50224	McCliff, Jenni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenni McCliff</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39720	McIlwaine, Melinda	The plans for construction for the gondola locate the project in roadless areas as designated in 2001 and 2003. Therefore the gondola project in LCC is illegal and flies in the face of federal policies.	A32.3F
46545	McInerney, Colette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colette McInerney</p>	A32.3A; A32.3F
52128	McIntosh, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey McIntosh</p>	A32.3A; A32.3F
49629	McIntosh, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben McIntosh</p>	A32.3A; A32.3F
40743	McIntosh, Ben	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, mandatory parking reservations at ski resorts.</p> <p>Regards, Ben McIntosh</p>	
46745	McIntosh, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob McIntosh</p>	A32.3A; A32.3F
49952	Mcintosh, Rigan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rigan Mcintosh</p>	A32.3A; A32.3F
42359	McIntyre, Andrew	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
54772	McIntyre, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea McIntyre</p>	A32.3A; A32.3F
44004	McIntyre, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily McIntyre</p>	
45691	McIntyre, Kerrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerrie McIntyre</p>	A32.3A; A32.3F
42339	McIntyre, Mary	<p>Hello,</p> <p>I do not agree that an exception should be made for gondola construction in the surrounding protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I love and need to be protected in Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>I also believe that if UDOT can adjust its analysis to consider buses using higher emissions fuels like diesel, it should also assess the impact of electric buses. UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Thank you, Mary McIntyre</p>	A32.3A; A32.3F; A32.10G
42305	McJames, Kevin	<p>This place is link no where else in the world, and I firmly agree that the affected areas become inventoried roadless areas as they are directly attached to forrest service land and wilderness! To the state legislators: dont you dare put a gondola up little Cottonwood canyon!</p>	A32.3F
55800	McJoynt, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott McJoynt</p>	
44870	McKaskey, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia McKaskey</p>	A32.3A; A32.3F
52956	McKay, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex McKay</p>	A32.3A; A32.3F
50096	McKay, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton McKay</p>	A32.3A; A32.3F
50730	McKay, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer McKay</p>	
51424	McKay, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren McKay</p>	A32.3A; A32.3F
48320	mckay, mckayly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mckayly mckay</p>	A32.3A; A32.3F
50252	McKay, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara McKay</p>	A32.3A; A32.3F
52953	McKay, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria McKay</p>	
51858	McKayla, Jones	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jones McKayla</p>	A32.3A; A32.3F
51315	McKean, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna McKean</p>	A32.3A; A32.3F
49769	McKean, Rose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rose McKean	
41338	McKee, Dayna	The gondola is ridiculous. It is a handout to resort owners and those who have access to enough capital to be able to recreate in the canyon. It does not allow access to or benefit the majority of our residents. There are plenty of other options, such as public transportation and possibly tolls. The gondola negatively impacts the natural beauty and resources of the canyon. I oppose the gondola.	A32.29VV
54625	McKee, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily McKee</p>	A32.3A; A32.3F
49741	McKee, Regan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Regan McKee</p>	A32.3A; A32.3F
50734	McKell, Adrienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adrienne McKell</p>	A32.3A; A32.3F
52143	McKell, Andralyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andralyn McKell</p>	
45026	McKell, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max McKell</p>	A32.3A; A32.3F
50145	McKell, McKynlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKynlee McKell</p>	A32.3A; A32.3F
44683	McKell, Ridge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ridge McKell</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43913	McKellar, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate McKellar</p>	A32.3A; A32.3F
53979	McKenna, Cara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cara McKenna</p>	A32.3A; A32.3F
43369	McKenna, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica McKenna</p>	A32.3A; A32.3F
51255	McKenzie, Bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bella McKenzie</p>	
43643	McKenzie, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella McKenzie</p>	A32.3A; A32.3F
51765	McKenzie, Rae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rae McKenzie</p>	A32.3A; A32.3F
54303	mckenzie, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah mckenzie</p>	A32.3A; A32.3F
41770	Mckeon, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Mckeon</p>	
46610	Mckeough, Coco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coco Mckeough</p>	A32.3A; A32.3F
54916	McKeown, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith McKeown</p>	A32.3A; A32.3F
48982	McKeown, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica McKeown</p>	A32.3A; A32.3F
47452	McKernan, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra McKernan</p>	
45201	mckerr, chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, chloe mckerr</p>	A32.3A; A32.3F
40083	Mckeska, Alec	<p>As a Salt Lake resident, I love LCC and the vast recreation opportunities and close access that it provides. With this in mind, I desire an outcome that allows others to enjoy LCC's diverse recreation opportunities for years to come. I feel compelled to take a strong stance AGAINST the gondola.</p> <p>Bearing in mind that the goal of this project is a long term solution to vehicle congestion in the canyon, this project has shown a lack of common sense from the start. For one, if vehicle congestion is truly the problem that this project is tasked with solving, I would think that UDOT should look indiscriminately at BOTH cottonwood canyons. There is a miles-long traffic queue regularly present into BCC - not isolated to weekends and holidays as evidence of this, so apply one massive and expensive "solution" to LCC alone is asinine.</p> <p>Secondly lacking common sense - I firmly believe that people are relatively set in their ways and prefer to drive their own vehicles into the resorts. People like to tailgate, have storage in their cars while skiing, and not have the inconvenience of multiple legs of transportation to ski. In order to reduce vehicle traffic in the canyon people need to be incentivized to change this behavior. Parking reservations don't exist in any form currently at Snowbird, and Alta parking reservations give no incentive for people that fill their car up. Why has a tiered system similar to solitude not been implemented? There is no deterrence from driving in my car alone to the resort, and the gondola does nothing to change this.</p> <p>Lastly, having experience in project finance at a renewable energy company I'd like to point out incongruities that I find in the public messaging for financing this project. With similarities to this project, our team is tasked with raising investor capital for large scale solar projects - a technology (energy production) with a projected cashflow (electric bills) to repay various forms of debt from capital raised at the time of construction. The same methodology is applied here - technology (gondola), projected cashflow (gondola fares). Taxpayers are upset about the potential for footing the bill, and it has been argued that this can be accomplished in other ways, namely from capital investment. This is done by raising money up front based on projected cash flows rather, similar to a tollway or any other large infrastructure project. When raising capital investment for a project of this nature, many assumptions need to be made and private investors need to be comfortable with these assumptions in order to lend capital at a reasonable cost. To name a few assumptions, how much will the gondola cost? How many people will actually choose to ride the gondola vs continuing to drive up the canyon in their personal vehicles? How much will the fare be and how will this impact fare collection? How will severe weather and avalanche control affect usability and fare collection? The assumption of successful capital investment in this project as a diversion from taxpayer funding is gross at best. From my point of view, the intricacies that I know to be involved in raising cost-effective capital for this UNPRECEDENTED project have been projected overconfidently to the public. Because of this I think that taxpayers will either directly or indirectly foot much of the bill. This is absolutely unacceptable given the already clear unfavorable public opinion.</p>	A32.29VV
40084	McKeska, Alec	<p>As a Salt Lake resident, I love LCC and the vast recreation opportunities and close access that it provides. With this in mind, I desire an outcome that allows others to enjoy LCC's diverse recreation opportunities for years to come. I feel compelled to take a strong stance AGAINST the gondola.</p> <p>Bearing in mind that the goal of this project is a long term solution to vehicle congestion in the canyon, this project has shown a lack of common sense from the start. For one, if vehicle congestion is truly the problem that this project is tasked with solving, I would think that UDOT should look indiscriminately at BOTH cottonwood canyons. There is a miles-long traffic queue regularly present into BCC - not isolated to weekends and holidays as evidence of this, so apply one massive and expensive "solution" to LCC alone is asinine.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Secondly lacking common sense - I firmly believe that people are relatively set in their ways and prefer to drive their own vehicles into the resorts. People like to tailgate, have storage in their cars while skiing, and not have the inconvenience of multiple legs of transportation to ski. In order to reduce vehicle traffic in the canyon people need to be incentivized to change this behavior. Parking reservations don't exist in any form currently at Snowbird, and Alta parking reservations give no incentive for people that fill their car up. Why has a tiered system similar to solitude not been implemented? There is no deterrence from driving in my car alone to the resort, and the gondola does nothing to change this.</p> <p>Lastly, having experience in project finance at a renewable energy company I'd like to point out incongruities that I find in the public messaging for financing this project. With similarities to this project, our team is tasked with raising investor capital for large scale solar projects - a technology (energy production) with a projected cashflow (electric bills) to repay various forms of debt from capital raised at the time of construction. The same methodology is applied here - technology (gondola), projected cashflow (gondola fares). Taxpayers are upset about the potential for footing the bill, and it has been argued that this can be accomplished in other ways, namely from capital investment. This is done by raising money up front based on projected cash flows rather, similar to a tollway or any other large infrastructure project. When raising capital investment for a project of this nature, many assumptions need to be made and private investors need to be comfortable with these assumptions in order to lend capital at a reasonable cost. To name a few assumptions, how much will the gondola cost? How many people will actually choose to ride the gondola vs continuing to drive up the canyon in their personal vehicles? How much will the fare be and how will this impact fare collection? How will severe weather and avalanche control affect usability and fare collection? The assumption of successful capital investment in this project as a diversion from taxpayer funding is gross at best. From my point of view, the intricacies that I know to be involved in raising cost-effective capital for this UNPRECEDENTED project have been projected overconfidently to the public. Because of this I think that taxpayers will either directly or indirectly foot much of the bill. This is absolutely unacceptable given the already clear unfavorable public opinion.</p> <p>I'm an advocate of scalable and common sense solutions. Implement tiered parking reservations and fees at both resorts. Improve bus capacity and park & ride infrastructure. Incentivize people to ski at non-peak times. Create better carpool systems for private vehicles. There are countless common sense ways to reduce private vehicle traffic that have not even been meaningfully attempted.</p> <p>This project is indisputably extremely controversial, expensive, and unprecedented. These should all be major red flags. UDOT is chartered with preserving infrastructure, optimizing mobility, and strengthening the economy. With this I can only hope that the points above are heavily considered. It leads me to question ulterior motives and it is deeply disheartening. I can only ask UDOT to think with more common sense and the diverse public interests in mind as this project is deliberated. Our beautiful canyons deserve no less.</p>	
51548	Mckibben, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Mckibben</p>	A32.3A; A32.3F
45333	McKim, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany McKim</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46644	McKinlay, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary McKinlay</p>	A32.3A; A32.3F
50886	McKinney, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison McKinney</p>	A32.3A; A32.3F
42595	McKinney, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob McKinney</p>	A32.3A; A32.3F
40925	McKinney, Matt	I do not want gondola towers in protected roadless areas. As a Utah resident, I do not want the state to fund a project that only private entities will benefit from. Nevermind who owns the land to be developed at the base of the canyon...	A32.3A
46025	McKinney, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan McKinney</p>	
44639	McKinney, Randy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randy McKinney</p>	A32.3A; A32.3F
42788	McKinney, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth McKinney</p>	A32.3A; A32.3F
43739	McKinnon, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille McKinnon</p>	A32.3A; A32.3F
52638	McKinnon, Kati	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kati McKinnon</p>	
50536	McKinnon, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia McKinnon</p>	A32.3A; A32.3F
40485	McKinnon, Toni	UDOT- I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I and thousands of others cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.	A32.29VV
43078	McKinstry, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison McKinstry</p>	A32.3A; A32.3F
46216	McKinstry, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Scott McKinstry	
55254	McKlveen, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlotte McKlveen</p>	A32.3A; A32.3F
54659	McKnight, Zoie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoie McKnight</p>	A32.3A; A32.3F
51591	McKone, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean McKone</p>	A32.3A; A32.3F
46180	McLain, Colby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colby McLain</p>	
39772	McLain, Katie	I do not want a Gondola in Utah Roadless areas. It would be such a shame and waste of tax payer resources to put up a gondola and destroy the beauty and wildness of Little Cottonwood Canyon. A train or bus system makes much more sense and would have a lesser impact on the canyon and nature	A32.3I
45221	McLaren, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle McLaren</p>	A32.3A; A32.3F
50462	Mclarnon, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Mclarnon</p>	A32.3A; A32.3F
42098	McLaughlin, Cameron	Do not allow the gondola to be built. It will ruin the natural beauty of the canyon. My family go up the canyon almost weekly. Instead please add a roll and increase the number of buses.	A32.29VV
49559	McLaughlin, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth McLaughlin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45852	McLaughlin, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan McLaughlin</p>	A32.3A; A32.3F
39506	McLaughlin, Sharon	Enhanced bus service please, less intrusive and less expensive.	A32.29VV
53666	McLaughlin, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please please please. You let us down by letting them destroy American fork canyon don't do this again. This is our forever home not a recreational play land for our destruction more than what's needed for survival. I want this to be a place I am proud to show my one year old daughter as she grows up in this canyon, plays, learns, while still ensuring we are helping clean after and maintain the canyons that give us so much in return. What is the point of all those rangers we have up there and officers that drove through to keep it safe and clean if you're just going to legally let someone absolutely destroy the nature we have been so keen on preserving? For \$? Something so temporary to have your name go down in history as the people who signed away the destruction of our land and possibly drinking water? That's nearly a war crime against your own people, stop letting greed and selfishness blind what truly matters in this life.</p> <p>Regards, Sydney McLaughlin</p>	A32.3A; A32.3F
49124	McLaws, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Megan McLaws</p>	
45022	McLaws, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie McLaws</p>	A32.3A; A32.3F
41969	McLay, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam McLay</p>	A32.3A; A32.3F
49709	McLean, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine McLean</p>	A32.3A; A32.3F
48913	McLeish, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby McLeish</p>	
55450	McLellan, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay McLellan</p>	A32.3A; A32.3F
53615	McLemore, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer McLemore</p>	A32.3A; A32.3F
50453	McLeod, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria McLeod</p>	A32.3A; A32.3F
43016	McMahon, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton McMahon</p>	
46197	McMahon, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John McMahon</p>	A32.3A; A32.3F
41299	McManus, Fern	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fern McManus</p>	A32.3A; A32.3F
48853	McMillan, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel McMillan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53359	McMillan, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily McMillan</p>	A32.3A; A32.3F
48949	McMillan, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please listen to the public on this. No one wants this gondola.</p> <p>Regards, Jessica McMillan</p>	A32.3A; A32.3F
39926	McMillan, Lauren	<p>1. The gondola would directly violate the roadless rule and negatively impact wilderness areas. I'm concerned on multiple levels about what this project would do to our precious drinking water. UDOT's proposed gondola directly contrasts the spirit/ intent of the roadless rule and the areas it protects.</p> <p>2. The SB2 bill signed by Gov. Cox should be looked at and should be given a chance, which would require UDOT to issue its record of decision on the ongoing EIS. The community has spoken and wants to expand bus services.</p> <p>Thank you for your attention.</p>	A32.3A; A32.3F
40703	McMillan, Sylvia	<p>I would like to see the actual survey results and proof that a certain percentage of residents are for the gondola. I've yet to talk to one person who is. It is my impression that there is little public support and we are being lied to. This is a project for the few rich that will destroy the natural beauty of our state. You present yourselves as environmentalists but can't build fast enough. The politicians ARE NOT representing the will of the people but only think in terms of growth and more money in their pockets. Look to Wyoming as an example of responsible growth. Stop this nonsense before you kill our environment.</p>	A32.29VV
55477	McMillan, Todd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Todd McMillan	
46961	McMinn, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna McMinn</p>	A32.3A; A32.3F
46482	McMorris, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy McMorris</p>	A32.3A; A32.3F
48463	McMullen, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby McMullen</p>	A32.3A; A32.3F
39421	McMullen, Ann	The Roadless Rule boundaries must be upheld over building gondola towers.	A32.3A
42082	mcmullin, grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grace mcmullin</p>	
46752	McMullin, Laine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laine McMullin</p>	A32.3A; A32.3F
41849	McMullin, Ruth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruth McMullin</p>	A32.3A; A32.3F
55234	McMurdie, Shareesa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shareesa McMurdie</p>	A32.3A; A32.3F
45583	McMurray, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Colin McMurray</p>	
55549	McNair, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor McNair</p>	A32.3A; A32.3F
45894	McNalley, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison McNalley</p>	A32.3A; A32.3F
48988	Mcnally, Mairead	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mairead McNally</p>	
55659	McNamara, Christine	<p>Thank you for your work in trying to come up with transportation alternatives for LCC. We have visited Alta for over 30 years and consider it our heaven on earth. In as much as traffic has gotten worse, and solutions need to be considered, we think that the gondola would dramatically change the world class natural beauty of this special place. Increasing busses, preferably electric, and only allowing carpooling seem like the best choices. Gondola day trippers would need space for boot bags and gear, which does not exist, and would have to be built in a space that is already rather limited. With the snow this year, I doubt if the gondola would have continued to run. It seems like a destructive and expensive proposition that does not provide an obvious solution.</p> <p>We treasure our time at Alta and believe the experience is like no other, and must be preserved. Limiting guests has to be part of the plan and the gondola would not do that. Parking limits and ticket sales can accomplish that.</p> <p>Thanks for your time, Christine McNamara</p> <p>Sent from my iPhone</p>	A32.29VV
41404	McNay, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David McNay</p>	A32.3A; A32.3F
43366	McNeel, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy McNeel</p>	A32.3A; A32.3F
48807	McNeer, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline McNeer</p>	
42538	McNeff, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan McNeff</p>	A32.3A; A32.3F
44854	McNeil, Brittyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittyn McNeil</p>	A32.3A; A32.3F
44857	McNeil, Brittyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittyn McNeil</p>	A32.3A; A32.3F
45868	McNeill, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor McNeill</p>	
47577	Mcnerney, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Mcnerney</p>	A32.3A; A32.3F
46583	McNulty, Austen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austen McNulty</p>	A32.3A; A32.3F
46667	McOmber, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca McOmber</p>	A32.3A; A32.3F
41681	McOmber, Rob	No gondola.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44212	McPeak, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe McPeak</p>	A32.3A; A32.3F
40012	McPhie, Jason	<p>No Gondola. This is not a good use of tax dollars. It does not solve the traffic concerns in the canyon. It pushes traffic down the canyon into town. It only serves for profit businesses that can pay for their parking issues themselves. (We love them both).. parking should be at the resort. Public transit busses or private busses and shuttles should be used.</p>	A32.29VV
40525	McPhie, Jason	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F; A32.10G
48496	McPhie, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William McPhie</p>	A32.3A; A32.3F
49978	McQuarrie, Maximus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maximus McQuarrie</p>	
50683	McQuarrie, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina McQuarrie</p>	A32.3A; A32.3F
42299	McQuay, Diane	<p>I am a 30+ year resident of [REDACTED]. I live just off [REDACTED] Big Cottonwood Canyon. My neighborhood has been severely impacted by the traffic conditions on Ft. Union and Wasatch. The gondola will have very little impact on these issues and I implore you to listen to the majority of the people and stop the gondola from being built. My reasons are: 1) Environmental impact: The destruction of LCC during the construction of the gondola and its towers will have a devastating impact for decades. How many trees and surrounding habitat will be destroyed during construction? That kind of recovery almost never happens. 2) Earthquake faults: Having grown up in California, I know first-hand about earthquakes and one thing we've learned is not to build on top of earthquake faults. I did not see anything in your reports about this issue. Nothing should even be considered, let alone built, without a complete analysis of earthquake danger. 3) Capacity of the Canyons/Ski Resorts: only so many people can be accommodated on a daily basis on the slopes. To pay for itself, an enterprise such as a gondola depends on maximum use which means too many people at the resorts, resulting in less quality experiences and skiers deciding to spend their time and money elsewhere. 4) Cost to Ride: a \$50 round trip (and I think that's a conservative number) will have a large impact on skiers' decisions to take the gondola vs. staying in their cars or riding a much, much cheaper or free bus up the canyon. How many families will be able to afford the gondola? 5) Ft. Union and Wasatch traffic and Big Cottonwood Canyon: Wasatch traffic south of BCC may lessen somewhat, depending on the design of the monstrous parking structure, but there will still be major traffic up BCC, something that has not been addressed at all. 6) Taxpayer money: I do not understand how this whole plan is based on taxpayers footing the bill for a massive amount of money (\$500m won't even come close to what the final amount will be) for the benefit of 2 private ski resorts.</p> <p>Now, my reasons for an enhanced, fully supported bus service: Buses with one dedicated lane (south on Wasatch and up the canyon in the morning and down the canyon and north on Wasatch in the afternoon) make a much more flexible system for moving people quickly and make much, much better use of taxpayer dollars. I don't think that UDOT has ever embraced and supported the use of buses as effectively as it could. With the dedicated lane, buses would not be impeded by auto traffic. If enough buses were used, people would be much more inclined to use them without long wait times. These buses should be in sync with other buses throughout the valley, with TRAX, and with downtown hotels and other hotels throughout the valley, again, reducing or eliminating wait-times for riders. With the one dedicated bus lane, Wasatch should remain a 2-lane street; no widening would be necessary, saving even more taxpayer dollars. They are flexible, adding more as needed on busy days. 2) Cost to Ride: Again, if buses are dedicated to serve the 2 private ski resorts, those resorts should pay their fair share: they should offset the cost, so buses could run for free or at very low cost to riders (another enhancement for riders to use them). 3) Year-round Use: LCC is a year-round destination. The gondola, at present, is designed to be used only in the winter, with no other stations than the 2 ski resorts. Summer buses would be able to stop at all the popular trailheads and the city of Alta itself.</p> <p>Other notes: 1) I saw on the gondola plans that there were trailhead improvements. However, I did not see how and when these would be implemented, nor how they would be financed. If these issues were included in the plan, I apologize - I must have missed them. 2) I noticed "sound walls" to be included on Wasatch. I did not see why these were included. I am very concerned where these would be built. First, one of the gems of Wasatch is the view of the valley one may enjoy while driving/riding. Second, some areas along that stretch include houses close to the street. Will these houses lose some or all of their properties? Will they lose their views with a sound wall in their backyards, therefore losing significant property values?</p> <p>I urge you to reconsider and support an enhanced bus system and abandon the gondola project.</p> <p>Sincerely,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Diane McQuay [REDACTED] Resident and Taxpayer</p>	
52908	McQueen, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary McQueen</p>	A32.3A; A32.3F
52666	McQueen, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I love this canyon dearly, please fully consider the irreversible damage this could cause to many beautiful areas.</p> <p>Regards, Sierra McQueen</p>	A32.3A; A32.3F
46212	McQuiggan, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline McQuiggan</p>	A32.3A; A32.3F
50659	McQuinn, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas McQuinn</p>	
48754	McQuivey, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison McQuivey</p>	A32.3A; A32.3F
41869	McRoberts, Charley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charley McRoberts</p>	A32.3A; A32.3F
54097	McTee, Marina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marina McTee</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45087	McWilliams, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily McWilliams</p>	A32.3A; A32.3F
49152	Meacham, Lauryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauryn Meacham</p>	A32.3A; A32.3F
55807	Meadows, Adam	<p>To whom it may concern,</p> <p>Hello, the following is dear to my heart. You many see many similar messages, and that is important. Though my voice is like others, it is strong and clear to help you know the people of Utah do not support this gondola.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Meadows</p>	A32.3A; A32.3F
46289	meadows, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan meadows</p>	
44936	Meadows, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Meadows</p>	A32.3A; A32.3F
55785	Meadows, Taylor	<p>To whom it may concern,</p> <p>This is the fifth time I have raised my voice as a concerned citizen and trident of Utah. The gondola is not for Utah, it is for two private ski resorts. However, the people of Utah will bear the brunt of this decision. Please listen to your constituents that you represent and put an end to the gondola.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Meadows</p>	A32.3A; A32.3F
44192	Meads, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Benjamin Meads	
42662	Mearian, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Mearian</p>	A32.3A; A32.3F
47604	Mecham, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Mecham</p>	A32.3A; A32.3F
52085	Mecham, Jonathan	<p>To whom it may concern,</p> <p>I do not oppose the Little Cottonwood Canyon Gondola project and don't urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will improve traffic congestion. It will not permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I can support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is not a willful misinterpretation of the spirit of the rule.</p> <p>I don't support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Mecham</p>	A32.3A; A32.3F
42154	mecham, Jonathan	Go for it!	A32.29VV
49870	Mecham, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Mecham</p>	
39497	Mecham, Paul	<p>I know you tried to say that I've had my chance but I want to repeat my earlier comments. Please consider them. Please STOP this extremely expensive gondola project. It directly benefits only a very narrow special interest group of citizens. Any indirect benefits to me and other citizens are tenuous and far outweighed by the huge cost to us. If the state feels it must spend my money (and money of other harmed citizens), please spend it on saving the Great Salt lake.</p>	A32.29VV
40785	Medel, Ada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ada Medel</p>	A32.3A; A32.3F
51740	Medina, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Medina</p>	A32.3A; A32.3F
44122	MEDINA, KIARA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, KIARA MEDINA</p>	
47693	Medina, Leilani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leilani Medina</p>	A32.3A; A32.3F
53159	Medina, Mario	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mario Medina</p>	A32.3A; A32.3F
48858	Medlin, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Medlin</p>	A32.3A; A32.3F
53105	Medlock, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Medlock</p>	
52432	medrano, Valeria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valeria medrano</p>	A32.3A; A32.3F
41509	Medwick, Thomas	<p>I'm a backcountry skier and I see there a no stops except for Snowbird and Alta. Why should I have to pay tax money to support the ski resorts. If they want the gondola so much let them pay for it.</p>	A32.29VV
43501	Meek, Wilson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wilson Meek</p>	A32.3A; A32.3F
41305	Megorden, Kela	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
44735	Mehanovic, Jasmina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmina Mehanovic</p>	
51445	Mehl, Derik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derik Mehl</p>	A32.3A; A32.3F
42259	Mehregan, Brian	<p>The gondola is not the right solution to our problems, please don't waste our money!</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
41898	Mehregan, Robert	<p>I would like to discuss the Roadless Area Conservation Rule (RACR) that would prohibit the planned gondola construction and maintenance. As far as I understand it, the RACR prohibits road construction and the cutting/removal of timber in these designated zones. There are three roadless areas protected under the RACR in Little Cottonwood Canyon. The plan for the gondola does not mention the need to build roads but rather will use helicopters for construction and maintenance. I have very little faith that excavation, foundation work, and maintenance will all be feasible via helicopter. The point of these RACR protections are to be buffers for wilderness areas. The gondola would intrude and threaten these wild spaces as well as the irreparable damage to the watershed. This plan is not thoroughly vetted and thought out.</p>	A32.3A
54580	Mehrhoff, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Mehrhoff</p>	A32.3A; A32.3F
53338	Mehring, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Mehring</p>	
40244	Mehta, Adil	<p>Please leave things as they are. Gondolas and other so-called improvements are only for the benefit of those who benefit monetarily from such propositions. Wildlife and wild areas do not benefit, and are degraded.</p>	A32.29VV
44393	Mehta, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Mehta</p>	A32.3A; A32.3F
44895	Meidell, Tomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tomas Meidell</p>	A32.3A; A32.3F
50334	Meijer, AJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AJ Meijer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40526	Meikle, Cameron	I am against the Little Cottonwood Gondola. Our watersheds are threatened by the building of the Gondola. The current EIS fails to discuss the scope of construction needed to build the Gondola towers. They will impact the three roadless areas within LCC. I strongly believe that this Gondola, if built, will forever negatively affect the beautiful canyon and watershed that is the crown jewel of Salt Lake City.	A32.3A
44325	Meiling, Kelsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsie Meiling</p>	A32.3A; A32.3F
43981	Meilleur, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Meilleur</p>	A32.3A; A32.3F
53504	meine, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney meine</p>	A32.3A; A32.3F
47427	Meinhold, Bridgette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridgette Meinhold</p>	
46136	meinzer, emery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emery meinzer</p>	A32.3A; A32.3F
43047	Meister, Gretchen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretchen Meister</p>	A32.3A; A32.3F
44370	Meite, Ami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ami Meite</p>	A32.3A; A32.3F
47443	Meitler, Gabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabi Meitler</p>	
47129	Mejia, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Mejia</p>	A32.3A; A32.3F
44009	Mejicanos, Marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcus Mejicanos</p>	A32.3A; A32.3F
48291	Mekic, Amar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amar Mekic</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53969	mekkelson, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma mekkelson</p>	A32.3A; A32.3F
47895	Melanson, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Melanson</p>	A32.3A; A32.3F
41628	Melchior, Shannon	I'm wondering about the possibilities of tunnels over the road in the avalanche slide areas. This needs to be looked into more. It was very much pushed aside...my guess is because no one profits from it. It's relatively much less expensive, has actually been done around the world, and works very well.	A32.29VV
47076	Meldrum, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Meldrum</p>	A32.3A; A32.3F
39331	Meldrum, Dan	Having the gondola parking lot near the mouth of Little Cottonwood Canyon will not reduce the congestion on Wasatch Blvd or 9800 South and people will still wait in line when the canyon is closed. The only way is to move the parking lot for the gondola away from the mouth of LCC at least a mile or two. That will reduce the number of cars on Wasatch and 9800 going to the mouth of LCC. Having the gondola uphill capacity of 1050 per hour and the stated parking lot at 2500 cars with two people per car it will take approximately 5 hours to move 5000 people up the canyon and 5 hours down the canyon. Does this make any sense? Please see a bigger picture solution and consider electric buses in the light of our polluted air. USU is working on electric lines under the road ways to charge electric vehicles allowing electric vehicles to have smaller and lighter batteries which would allow electric vehicles to keep running without charging.	A32.29VV
43770	Meldrum, Ethan	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Meldrum</p>	
55654	Mellinkoff, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Mellinkoff</p>	A32.3A; A32.3F
52355	Melo, Alondra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alondra Melo</p>	A32.3A; A32.3F
54059	Melton, Noble	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Noble Melton	
48315	Melville, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Melville</p>	A32.3A; A32.3F
51210	Melville, Yukie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yukie Melville</p>	A32.3A; A32.3F
43758	Memcott, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Memcott</p>	A32.3A; A32.3F
52790	Memcott, Kelsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsie Memmott</p>	
41224	Memmott, Mckay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckay Memmott</p>	A32.3A; A32.3F
43274	Memmott, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Memmott</p>	A32.3A; A32.3F
46398	Mena, Samanta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samanta Mena</p>	A32.3A; A32.3F
40928	Mendel, Katelyn	<p>Absolutely no on the proposed options for traffic in cottonwood canyons. The impacts on air, water, canyon recreation resources, natural beauty will be permanently damaging. The reports on the negative impact can not be truly known. How will this hurt wildlife? How will this hurt the beauty? How will this hurt local Utahns? What will we be suffering from in 10-100 years from now? This solution is too permanent and hurts everything it touches. The safest way is always the most natural way. This is not a solution. Save and preserve this canyon.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51440	Mendel, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola Project. This hurts the canyon, Utahns, and all people that come solely for the gorgeous untouched canyon. This needs to be protected, not destroyed. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Mendel</p>	A32.3A; A32.3F
47558	Mendelson, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Mendelson</p>	A32.3A; A32.3F
47578	Mendes, Milena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Milena Mendes</p>	A32.3A; A32.3F
54891	mendez, Abraham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abraham mendez</p>	
50554	Mendez, Alejandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alejandra Mendez</p>	A32.3A; A32.3F
39461	Mendiola, Heather	<p>The gondola should not built. This is a protected roadless area and thus it is not legal or necessary to build the tram. The impact of this ill conceived plan are irreversible.</p>	A32.3A
48274	Mendizabal, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Mendizabal</p>	A32.3A; A32.3F
47425	Mendoza, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Mendoza</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52593	Mendoza, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Mendoza</p>	A32.3A; A32.3F
55145	Meneses, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Meneses</p>	A32.3A; A32.3F
41511	Menikoff, Leslie	I am against the proposed gondola through Little Cottonwood Canyon. The construction and subsequent maintenance of the gondola violates the Roadless Rule.	A32.3A
44622	Menlove, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am a life long SLC local, grew up along little cottonwood creek and now ski and hike with my children here. Please don't do this. I beg you.</p> <p>Regards, Angela Menlove</p>	A32.3A; A32.3F
43795	Menlove, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Menlove</p>	
53937	Menlove, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Menlove</p>	A32.3A; A32.3F
42882	Menseck, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Menseck</p>	A32.3A; A32.3F
48660	Menzel, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Menzel</p>	A32.3A; A32.3F
46944	Menzel, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Menzel</p>	
54435	merali, Azim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Azim merali</p>	A32.3A; A32.3F
46664	Mercado, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Mercado</p>	A32.3A; A32.3F
54753	Mercer, Mya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mya Mercer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48128	Mercer, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Mercer</p>	A32.3A; A32.3F
55211	Merchant, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Merchant</p>	A32.3A; A32.3F
45593	Mercy, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Mercy</p>	A32.3A; A32.3F
39289	Meredith, Mark	This should be funded by the ski resorts and private donations. The major benefits are to ski resorts not the general public.	A32.29VV
41336	merhi, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max merhi</p>	
43807	Merhi, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Merhi</p>	A32.3A; A32.3F
49863	Merijanjan, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Merijanjan</p>	A32.3A; A32.3F
47143	Merkes, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Merkes</p>	A32.3A; A32.3F
45856	Merkler, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you very much for considering my opinion,</p> <p>Regards, Jamie Merkler</p>	
42010	Merkley, Kyle	<p>I am opposed to the gondola in LCC due to the negative environmental impacts. I believe a more robust bus system would solve many of the current traffic concerns. Additional tolls on personal usage plus more frequent busses would preserve the environment while helping reduce traffic congestion in the canyon.</p> <p>Thanks for your consideration.</p>	A32.29VV
42725	Merkley, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Merkley</p>	A32.3A; A32.3F
46639	Merkley, Lexie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexie Merkley</p>	A32.3A; A32.3F
49563	Merlin, Federico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Federico Merlin</p>	
45582	Mermigas, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Mermigas</p>	A32.3A; A32.3F
51808	Merrell, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Merrell</p>	A32.3A; A32.3F
54255	Merrell, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Merrell</p>	A32.3A; A32.3F
51143	Merrifield, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Merrifield</p>	
48138	Merrill, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Merrill</p>	A32.3A; A32.3F
53693	Merrill, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Merrill</p>	A32.3A; A32.3F
45549	Merrill, Brina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brina Merrill</p>	A32.3A; A32.3F
48200	Merrill, Brooke	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Merrill</p>	
52191	Merrill, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Merrill</p>	A32.3A; A32.3F
52196	Merrill, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Merrill</p>	A32.3A; A32.3F
39823	Merrill, Madison	<p>Please move forward with the expanded bus option... the gondola is so expensive and will have an immense impact to the visual quality of the canyon. It also doesn't seem efficient as you have to ride a bus anyway to get on the gondola.</p> <p>I am curious how public comments are being factored into decision making. So many people are opposed to the gondola but it doesn't seem like that is being factored into UDOT decisions.</p>	A32.29VV
44237	MERRILL, MATTHEW	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten a critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, hiking and views for all who visit the area.</p> <p>I have traveled to Cottonwood Canyon several times to ski or rock climb.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MATTHEW MERRILL</p>	
47304	Merrill, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Merrill</p>	A32.3A; A32.3F
47464	Merrill, Myra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myra Merrill</p>	A32.3A; A32.3F
52459	Merrill, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Merrill</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51831	Merrill, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Merrill</p>	A32.3A; A32.3F
39613	Merrill, Thorn	<p>Hi. I would like to say that the gondola is not the best option for LCC. I spend multiple days each week throughout the year recreating in LCC. The gondola would ruin climbing areas, hiking/biking trails, impact backcountry skiing access and take away from the natural beauty of the place. I support increasing (not cutting) bus routes, improving park and rides and subsidizing bussing up the canyons. Thank you for your time.</p>	A32.29VV
39912	Merritt, Ted	<p>I do NOT want a gondola!!!</p>	A32.29VV
41240	mershon, scott	<p>As this area is in and around roadless areas, an expansion to the road network should be out of the question, along with the construction of a gondola. Utah would be benefited better by using this kind of money elsewhere. It is time we alter our habits and not our environment.</p>	A32.3A; A32.3G
54444	Mertz, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Mertz</p>	A32.3A; A32.3F
46624	Mervine, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Mervine</p>	A32.3A; A32.3F
52906	Mescher, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Mescher</p>	
54010	Meschter, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Meschter</p>	A32.3A; A32.3F
42974	Meservy, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Meservy</p>	A32.3A; A32.3F
53113	Meshna, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Meshna</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47894	Mesnick, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Mesnick</p>	A32.3A; A32.3F
49381	Messenger, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Messenger</p>	A32.3A; A32.3F
56099	Messer, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Messer</p>	A32.3A; A32.3F
56097	Messer, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Messer</p>	
55176	Messersmith, Tammi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and strongly urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon that don't only serve two private entities and one socioeconomic class. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammi Messersmith</p>	A32.3A; A32.3F
45657	Messick, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Messick</p>	A32.3A; A32.3F
50671	Messick, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Messick</p>	A32.3A; A32.3F
45514	Messina, Gary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gary Messina</p>	
51167	Meszaros, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Meszaros</p>	A32.3A; A32.3F
49045	Meszaros, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Meszaros</p>	A32.3A; A32.3F
44932	Metcalf, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Metcalf</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45178	Metcalf, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Metcalf</p>	A32.3A; A32.3F
45428	Metcalf, Donna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donna Metcalf</p>	A32.3A; A32.3F
49091	Metcalf, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Metcalf</p>	A32.3A; A32.3F
40056	Metcalf, Steve	<p>Greetings -</p> <p>As this truly monumental snowfall has articulated these past few days (April 2-7, 2023), only a best-in-class gondola system could be employed to meet the emergency needs of roughly 1,000 full-time residents and another 1,000-2,000 tourists.</p> <p>No amount of bus lanes, tolls or traffic rules, currently or in the future, could meet the standard of care required to safely manage and assist whole communities of people completely isolated by snowfall.</p> <p>At this point, we should not be questioning the viability of a gondola in little cottonwood canyon but instead suggesting that there be a parallel gondola in big cottonwood canyon (also closed this week).</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Thousands of residents, employees and tourists have been trapped for over five days in both canyons with no way for emergency services to be utilized — let alone access to food, water, fuel and clothing.</p> <p>Let's do the right thing here and be global leaders in inter-mountain transportation and APPROVE THE GONDOLA!!</p> <p>Thank you for reading this!</p> <p>Very best,</p> <p>Steve Metcalf</p>	
48897	Mettenet, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Mettenet</p>	A32.3A; A32.3F
51218	Metters, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan Metters</p>	A32.3A; A32.3F
46860	Metz, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Metz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53390	Metzdorf, Elyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyse Metzdorf</p>	A32.3A; A32.3F
41552	Metzger, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Metzger</p>	A32.3A; A32.3F
48465	Metzger, M	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, M Metzger</p>	A32.3A; A32.3F
39457	Metzger, Ryan	<p>The Roadless Rule boundaries must be upheld over building gondola towers that serve 2 ski resorts. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units, it was not in these Wasatch units, and not for the purposes of something like a gondola. These places need to be protected.</p>	A32.29VV
47123	Metzler, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Metzler</p>	
48691	Meyer, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Meyer</p>	A32.3A; A32.3F
51214	Meyer, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Meyer</p>	A32.3A; A32.3F
53822	Meyer, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Meyer</p>	A32.3A; A32.3F
52760	Meyer, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Meyer</p>	
45411	Meyer, Colleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colleen Meyer</p>	A32.3A; A32.3F
49877	Meyer, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Meyer</p>	A32.3A; A32.3F
54828	Meyer, Hailey	<p>To whom it may concern,</p> <p>I am a Tennessean who loves Utah and loved my time recreating in Little Cottonwood Canyon. Please reconsider the gondola project. The cost is too great, just to benefit a certain group of area users. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>Regards, Hailey Meyer</p>	A32.3F
56270	Meyer, Hailey	<p>To whom it may concern,</p> <p>I am a Tennessean who loves Utah and loved my time recreating in Little Cottonwood Canyon. Please reconsider the gondola project. The cost is too great, just to benefit a certain</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>group of area users. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>Regards, Hailey Meyer</p>	
44363	Meyer, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Meyer</p>	A32.3A; A32.3F
53230	Meyer, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Meyer</p>	A32.3A; A32.3F
45778	Meyer, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Meyer</p>	A32.3A; A32.3F
44757	Meyer, Mikah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikah Meyer</p>	
50118	Meyer, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Meyer</p>	A32.3A; A32.3F
47436	Meyer, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip Meyer</p>	A32.3A; A32.3F
47518	Meyer, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Meyer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55418	Meyerhardt, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Meyerhardt</p>	A32.3A; A32.3F
47058	Meyers, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Meyers</p>	A32.3A; A32.3F
45015	Meyers, Cora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cora Meyers</p>	A32.3A; A32.3F
43138	Meyers, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Meyers</p>	
45096	Meyers, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Meyers</p>	A32.3A; A32.3F
51134	Meyers, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Meyers</p>	A32.3A; A32.3F
45713	meyners, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsa meyners</p>	A32.3A; A32.3F
47243	Michael, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Michael</p>	
41701	Michalik, Andrew	<p>The gondola project proposal is reckless for a number of reasons, but particularly the underestimation for the impact it will have on the roadless wilderness areas. Claiming that, because it is the construction of a gondola not a road, that the project will not impact or require any roads in these protected areas is absurd. There will certainly need construction roads to haul in supplies and assemble the contents of the gondola. With Little cottonwood canyon being such a narrow canyon, even one road in these areas will make a significant impact on the ecosystem in this canyon. If these designated areas are protected wilderness areas and are roadless sections of land, then there is no justification for building a road through them, period. This whole project is ridiculous and has my unwavering opposition. I will do everything I can to make sure that the gondola development does not come to fruition.</p>	A32.3H
45157	Michalik, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Michalik</p>	A32.3A; A32.3F
55600	Michele, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy Michele</p>	A32.3A; A32.3F
41185	Michelucci, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jillian Michelucci</p>	
44820	Michnowski, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Michnowski</p>	A32.3A; A32.3F
49337	Mickelsen, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Mickelsen</p>	A32.3A; A32.3F
49252	Mickelsen, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Mickelsen</p>	A32.3A; A32.3F
49745	Mickler, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Mickler</p>	
41317	Micko, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Micko</p>	A32.3A; A32.3F
46896	Micoli, Gillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gillian Micoli</p>	A32.3A; A32.3F
41998	Middlebrook, Louisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louisa Middlebrook</p>	A32.3A; A32.3F
55673	Middlemas, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Middlemas</p>	
41965	Middleton, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Middleton</p>	A32.3A; A32.3F
42156	Middleton, Garland	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garland Middleton</p>	A32.3A; A32.3F
54471	Midgley, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Midgley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39916	Miele, Victor	Please do not build a Gondola in Little Cottonwood Canyon. This area needs to be preserved in as natural a state as possible for other outdoor activities like rock climbing and hiking.	A32.29VV
44354	Mies, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Mies</p>	A32.3A; A32.3F
40487	Mifflin, Garrett	<p>I am not in favor of the gondola proposal. In my opinion, it would be a very inefficient use of funds. It is a massively expensive project that will require large sums of money each year to be maintained in safe working condition all to solve a problem that is only significant during 10-20 big powder days each year.</p> <p>I also believe it is in violation of the Roadless Area Rule. Dirt roads would certainly need to be constructed in order to build the towers and those same roads would still be needed after construction for any potential maintenance. Even if not every tower required a service road, a large footprint of forest destruction would be required for each tower. Perhaps that would violate the letter of the law with the Roadless rule but it certainly violates the purpose of the law.</p>	A32.3A; A32.3H
49886	Mifflin, Jenika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenika Mifflin</p>	A32.3A; A32.3F
43037	Migliaccio, Vincent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincent Migliaccio</p>	A32.3A; A32.3F
51444	Migliori, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Migliori</p>	
51360	Migon, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Migon</p>	A32.3A; A32.3F
41415	Migotsky, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Migotsky</p>	A32.3A; A32.3F
46629	Mika, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Victoria Mika</p>	
48468	Mikeska, Kaleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleb Mikeska</p>	A32.3A; A32.3F
41608	Miklavcic, Hanelle	<p>I'm a Salt Lake City resident who regularly uses Big and Little Cottonwood Canyons for recreation. I'm against the gondola. I don't understand why UDOT is pushing it so hard, especially after the majority negative comments in the previous comment session. Not only does the Gondola disturb more acres in all three IRAs in comparison to the enhanced bus service, it continues to highlight the elite classism that exists in Salt Lake City. The gondola only benefits people who can A) afford to pay the ticket price of the gondola and B) the ski resorts. Why is UDOT so insistent on using taxpayer money to build a gondola that doesn't actually benefit the general public? We should be putting our resources into the enhanced bus service FIRST before ever considering building a gondola -- a gondola, mind you, that the majority of people in Salt Lake City don't want. There is a repetitive negative connotation in the EIS that the enhanced bus service does not stop at trailheads, but that is something can be changed and adjusted in the future. We will never be able to add more stops to a gondola!</p> <p>"Some visitors could, however, experience a negative visual impact due to the presence of the gondola infrastructure." You've got that right. It'll be an eyesore. As mentioned in the report, one potential tower would be located 1,000 feet from Tanners Flat Campground. When I'm camping, I'm there to enjoy nature and the habitat around me, not to stare at the industrial metal of an unwanted gondola. Additionally, the 13 total towers that are be required to for this gondola to be operational would significantly block and disturb the beautiful views that exist in Little Cottonwood Canyon for anyone who chose not to or cannot afford to ride the gondola. Another clear example of the classism surrounding this project.</p> <p>Your EIS focuses mostly on the base of the 13 towers that will be built en route, but there seemed to be less consideration for the wildlife that use the skies. Nesting and hunting grounds for birds will be disturbed. There is no question about that. Not to mention your assessment that the endangered monarch butterfly "would be forced to relocate if milkweed plants are removed". Your assessment that no long-term impacts to sensitive species would occur seems short sighted in all honesty.</p> <p>What would happen when an avalanche occurs in the canyon? That doesn't seem to be discussed. In order for you to be able to run the gondola safely after an avalanche someone would have to inspect the towers affected. That would take considerable time. Perhaps even longer than simply waiting for the roads to be cleared, like a bus would need.</p> <p>Do not move forward with the gondola.</p>	A32.3A; A32.3F; A32.3I
51974	Mikolajczak, Mckale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckale Mikolajczak</p>	A32.3A; A32.3F
52250	Mikos, Meridith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meridith Mikos</p>	
53558	Mikuteit, Kai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kai Mikuteit</p>	A32.3A; A32.3F
45113	Milam, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Milam</p>	A32.3A; A32.3F
40977	Milbank, Thomas	I remain opposed to both gondola alternatives. The tolling proposal is ridiculously exclusive and punitive.	A32.29VV
52080	Mildenhall, Aislyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aislyn Mildenhall	
54724	Miles, Alexxis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexxis Miles</p>	A32.3A; A32.3F
56054	Miles, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Miles</p>	A32.3A; A32.3F
51929	Miles, Rebacca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebacca Miles</p>	A32.3A; A32.3F
50432	Miles, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Miles</p>	
53388	Miles, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Miles</p>	A32.3A; A32.3F
54983	Milhon, Cayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cayla Milhon</p>	A32.3A; A32.3F
53381	Milkins, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Milkins</p>	A32.3A; A32.3F
44430	Millan, Shea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shea Millan</p>	
40481	Millar, Laura	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>My suggestion is to do what is done at Zion National Park, bus skiers to the resorts. Run buses frequently.</p>	A32.3A; A32.3F
55681	Millard, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Millard</p>	A32.3A; A32.3F
55682	Millard, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Millard</p>	A32.3A; A32.3F
47642	Millard, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Savannah Millard</p>	
45006	Miller, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Miller</p>	A32.3A; A32.3F
50241	Miller, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Miller</p>	A32.3A; A32.3F
54642	Miller, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Miller</p>	A32.3A; A32.3F
51358	Miller, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Miller</p>	
44150	miller, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew miller</p>	A32.3A; A32.3F
40749	Miller, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Miller</p>	A32.3A; A32.3F
47179	Miller, Artemis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Artemis Miller</p>	A32.3A; A32.3F
54233	Miller, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Miller</p>	
52800	Miller, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Miller</p>	A32.3A; A32.3F
54088	Miller, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Miller</p>	A32.3A; A32.3F
52171	Miller, Brielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielle Miller</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45409	Miller, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Miller</p>	A32.3A; A32.3F
54182	Miller, Charisse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charisse Miller</p>	A32.3A; A32.3F
44178	Miller, Ciara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciara Miller</p>	A32.3A; A32.3F
43878	Miller, Darnell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darnell Miller</p>	
42250	Miller, Edwin	<p>My name is Edwin Miller and I am a resident of Salt Lake City. I recreate frequently in LCC in both the summer and the winter and am strongly opposed to the construction of a gondola in this canyon. While it is true that traffic congestion continues to be an issue in this area, constructing a gondola is not the correct choice. In addition to having massive, irreversible impact on the landscape of LCC, this gondola will be prohibitively expensive. Congestion in LCC is purely due to ski traffic to Alta and Snowbird. Summer users and other winter users are not significant contributors. Thus, it is not a good use of taxpayer money to subsidize a gondola build solely for the benefit of these two private businesses. Additionally, gondola construction will only shift the parking issue to the neighborhoods at the base of LCC, which will see much heavier traffic. Congestion on the surrounding roads near the base of LCC cannot be expected to be significantly decreased, as gondola users will still have to take private vehicles to the base of the gondola. In light of this, I strongly advocate for the implementation of a less permanent, expensive solution to solve this traffic issue. Keep LCC gondola free!</p> <p>To address the updated EIS:</p> <p>Bus service can reasonably be increased without road widening (busses this year struggled with staffing, contributing significantly to congestion).</p> <p>The updated air quality statement does not consider the feasible possibility of the introduction of electric busses into the UTA fleet.</p>	A32.10G
55434	Miller, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Miller</p>	A32.3A; A32.3F
41682	Miller, Gerard	<p>We need more busses and carpool incentives. The gondola is not the answer</p>	A32.29VV
52802	Miller, Gretchen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretchen Miller</p>	A32.3A; A32.3F
46107	Miller, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Miller</p>	
40080	Miller, Jacqueline	<p>Listen, after this winter, it is very clear that if a vehicle can't make it up a road, a person should not be outdoors. At this point tolling with max vehicle entry limits and busing only should be allowed in LLC. It is very clear now that any other method of transportation is to "look cool" and cost billions that could finance traditional public transport, including more efficient buses. Let's face it, in certain weather conditions people should not be outdoors and we should not be asking anyone to be facilitating services during dangerous conditions, especially for two resorts that are not finically contributing and one resort that is still only ski.</p>	A32.29VV
51293	miller, jaycee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jaycee miller</p>	A32.3A; A32.3F
53739	Miller, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Miller</p>	A32.3A; A32.3F
52497	Miller, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jordan Miller	
43741	Miller, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Miller</p>	A32.3A; A32.3F
46955	Miller, Jorden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jorden Miller</p>	A32.3A; A32.3F
54105	Miller, Kailynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailynn Miller</p>	A32.3A; A32.3F
54500	Miller, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Miller</p>	
53805	Miller, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Miller</p>	A32.3A; A32.3F
41483	Miller, Kandie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kandie Miller</p>	A32.3A; A32.3F
55984	miller, karmen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, karmen miller</p>	A32.3A; A32.3F
54911	miller, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine miller</p>	
54058	Miller, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. You greedy little money [REDACTED].</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Miller</p>	A32.3A; A32.3F
42828	Miller, Lena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lena Miller</p>	A32.3A; A32.3F
52820	Miller, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Miller</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47448	Miller, Liberty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liberty Miller</p>	A32.3A; A32.3F
54693	Miller, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Miller</p>	A32.3A; A32.3F
46836	Miller, Marcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcy Miller</p>	A32.3A; A32.3F
49790	Miller, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Miller</p>	
54797	Miller, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Miller</p>	A32.3A; A32.3F
43813	Miller, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Miller</p>	A32.3A; A32.3F
44376	Miller, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Miller</p>	A32.3A; A32.3F
54482	Miller, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Miller</p>	
43303	Miller, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Miller</p>	A32.3A; A32.3F
52840	Miller, Nyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nyla Miller</p>	A32.3A; A32.3F
51843	Miller, Oakley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oakley Miller</p>	A32.3A; A32.3F
39782	Miller, Olivia	I don't want a gondola in Utah's roadless area.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43507	Miller, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Miller</p>	A32.3A; A32.3F
52984	Miller, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Miller</p>	A32.3A; A32.3F
48786	miller, sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sam miller</p>	A32.3A; A32.3F
54332	Miller, Sandy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandy Miller</p>	
51012	miller, sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sarah miller</p>	A32.3A; A32.3F
48889	Miller, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Miller</p>	A32.3A; A32.3F
52850	Miller, Shayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shayne Miller</p>	A32.3A; A32.3F
43845	Miller, Stephan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephan Miller</p>	
52590	miller, talia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, talia miller</p>	A32.3A; A32.3F
40684	Miller, Tanner	You can do this, it's selfish and nobody wants it. It's just about money. I don't want my taxes to pay for something I don't want	A32.29VV
43491	Miller, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Miller</p>	A32.3A; A32.3F
44193	miller, tysen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tysen miller</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51895	Miller, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Miller</p>	A32.3A; A32.3F
46113	Miller, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Miller</p>	A32.3A; A32.3F
50595	Millet, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Millet</p>	A32.3A; A32.3F
55948	Milliken, Shelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelli Milliken</p>	
44840	Mills, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Mills</p>	A32.3A; A32.3F
42499	Mills, Jenna	<p>To whom it may concern,</p> <p>I, Jenna Mills, grew up in Draper and love Salt Lake Valley and Little Cottonwood dearly. I have spent quality time in these mountains and they are close to my heart. I have worked in Little Cottonwood Canyon and utilized the bus system for work. I am pursuing a degree in watershed sciences and have spend time in the environmental consulting field within Utah. I do NOT support the gondola. Please opt for a different alternative.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Mills</p>	A32.3A; A32.3F
48471	Mills, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Mills</p>	A32.3A; A32.3F
46297	Mills, Mckayla	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckayla Mills</p>	
51871	Millsap, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Millsap</p>	A32.3A; A32.3F
47298	Millward, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Millward</p>	A32.3A; A32.3F
51597	Millward, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Melanie Millward	
54193	Milne, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Milne</p>	A32.3A; A32.3F
54230	Milne, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Milne</p>	A32.3A; A32.3F
46959	Milne, Shevan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shevan Milne</p>	A32.3A; A32.3F
48160	Milner, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Milner</p>	
42766	Milroy, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Milroy</p>	A32.3A; A32.3F
51148	milstead, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa milstead</p>	A32.3A; A32.3F
39888	Mindnich, Alison	I do not want the gondola in little cottonwood canyon. Pleas!!!!	A32.29VV
51063	Mine, Hikari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hikari Mine</p>	A32.3A; A32.3F
51132	Miner, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Miner</p>	
55695	Miner, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Miner</p>	A32.3A; A32.3F
55889	Miner, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Miner</p>	A32.3A; A32.3F
46517	Miney, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Catherine Miney</p>	
43246	Mingo, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Mingo</p>	A32.3A; A32.3F
45508	Mingo, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Mingo</p>	A32.3A; A32.3F
55784	Mingo, Richard	<p>Little Cottonwood EIS Supplemental Analysis Comments</p> <p>April 17, 2023</p> <p>Following publication of the Little Cottonwood Canyon Final EIS, the Forest Service requested that UDOT provide supplemental information and analysis regarding the impacts of the S.R. 210 Project to Inventoried Roadless Areas. In response, UDOT has provided the March 17, 2023, Supplemental Analysis and has invited public review and comment.</p> <p>In addition to being roadless, Inventoried Roadless Areas might also contain, "important environmental values that warrant protection, such as high-quality or undisturbed soil, water, and air resources; sources of public drinking water; diversity of plant and animal communities; habitat for threatened, endangered, proposed, candidate, and sensitive species and those species dependent on large undisturbed areas of land; recreation opportunities." Consequently, Inventoried Roadless Areas may also be considered significant publicly owned properties afforded protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. Section 4(f) provides consideration of impacts on park and recreation lands, wildlife and waterfowl refuges, and historic sites during the development of transportation projects.</p> <p>By letter dated May 11, 2022, from UDOT to the Forest Service, UDOT made a de minimis impact determination for "temporary occupancy" of multiple 4(f) properties under Forest Service administration. A de minimis impact determination is a conclusion that the impacts of a transportation project are</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>considered “generally minor in nature”. The agency responsible for administering the public lands for which a de minimis determination is made must concur with that determination. The Forest Service concurred with UDOT’s de minimis determination for the “temporary occupancy” of Forest System lands on May 15, 2022.</p> <p>It is evident from the Forest Service’s March 17, 2023, request to UDOT to provide supplemental information and analysis regarding the impacts of the project, that the initial assessment of impacts to 4(f) resources was also lacking and that the analysis and conclusion reached if the May 11, 2022, 4(f) determination was based incomplete information. It is therefore also apparent that the 4(f) analysis of impacts on Forest System lands, by necessity, be re-initiated and that concurrence be requested once again from the Forest Service.</p> <p>The May 11, 2022, analysis of 4(f) resources on Forest System lands was not only lacking in detail, it was too narrow in scope as it completely disregarded the potential impact of the proposed project on designated Wilderness Areas within the Inventoried Roadless Areas. The re-analysis of 4(f) impacts to Forest System lands should address impacts to the Lone Peak and Twin Peaks Wilderness Areas located adjacent to the proposed project. Public Law 88-577 (16 U.S.C. 1131-1136) Section2(c)(2) requires properties designated as wilderness to have outstanding opportunities for solitude or a primitive and unconfined type of recreation. Section 4(b) states that wilderness areas shall be devoted to the public purposes of recreational, scenic, scientific, educational, conservation, and historical use. Designated Wilderness Areas therefore provide significant public recreational opportunities and are by definition 4(f) resources.</p> <p>UDOT’s re-analysis of impacts to 4(f) resources should not be constrained to an 80’ wide gondola cable right-of-way. While the footprint of the gondola alignment may not necessarily require permanent use of designated wilderness areas, the alignment is in such close proximity that it severely impacts important features, activities and attributes associated with wilderness, such that it substantially impairs those wilderness qualities - - a constructive use. Constructive use of 4(f) resources, “may include impacts such as noise, access restrictions, vibration, ecological intrusions and visual impacts.”</p> <p>The March 17, 2023, Supplemental Analysis describes impacts to be a, “moderate level of visual impact from the gondola infrastructure” and “some visitors could, however, experience a negative visual impact due to the presence of the gondola infrastructure”. This level of impact is not consistent with the definition of a de minimis impact which are “generally minor in nature”.</p> <p>In summary, the Forest Service has found the FEIS lacking in sufficient detail regarding Inventoried Roadless Areas and has requested UDOT to provide supplemental information. Inventoried Roadless Areas may very well also be considered 4(f) resources. The May 2021 analysis of 4(f) impacts to Forest System Lands for “temporary use” is therefore also lacking sufficient detail and the Forest Service’s concurrence with the de minimis determination was based on the incomplete analysis. The 4(f) analysis was also for temporary use of Forest System lands, not a long-term easement as it is now being described.</p> <p>UDOT should therefore re-initiate the 4(f) analysis and broaden the scope of potential impacts to include visual impacts as required by FHWA guidance. The Forest Service concurrence, or not, with the 4(f)-determination made by UDOT is in and of itself a Federal Action requiring NEPA compliance on the part of the Forest Service. The Forest Service, as the administrator of the public’s Forest System lands, should shine some light on their evaluation of UDOT’s 4(f) analysis, clearly explain the decision before them and provide the public a real opportunity to comment on their decision rather than simply tiering off the incomplete UDOT analysis which buried this critically important4(f) decision of the Forest Service and other agencies deep into Chapter 26 of a multi volume environmental report.</p> <p>Sincerely,</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Richard Mingo</p> <p>██████████</p> <p>██████████</p> <p>██████████</p> <p>cc: Forest Service</p>	
45500	Minnock, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Minnock</p>	A32.3A; A32.3F
39443	Minor, Nate	<p>A gondola will not solve the problem. It will just cause parking problems at the base of the canyon and back traffic up further into the neighborhoods. An electric bus service could serve the same purpose without widening the road. Just close the road during peak times and run a bus service only at that time. Not a single person I know thinks the gondola is a good idea so clearly this is being pushed by the self interest of those involved with financial gain.</p>	A32.29VV
46570	minto, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey minto</p>	A32.3A; A32.3F
46919	Mintz, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Levi Mintz</p>	
40791	Mioli, Alessandro	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alessandro Mioli</p>	A32.3A; A32.3F
44579	Miranda, Luis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luis Miranda</p>	A32.3A; A32.3F
55388	Misaalefua, Esther	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Esther Misaalefua</p>	A32.3A; A32.3F
53897	Mishler, McCall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McCall Mishler</p>	
40351	Misiak, Erik	I DO NOT SUPPORT THE GONDOLA. Please proceed with improving the bus infrastructure, tolling, and carpooling initiatives	A32.29VV
44014	Miskell, Katerina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katerina Miskell</p>	A32.3A; A32.3F
44708	Miskimens, Gabriela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriela Miskimens</p>	A32.3A; A32.3F
44733	Miskimens, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Miskimens</p>	A32.3A; A32.3F
44719	Miskimens, Rebeca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebeca Miskimens</p>	
44724	Miskimens, Terry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Terry Miskimens</p>	A32.3A; A32.3F
49637	Misle, Veronica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Veronica Misle</p>	A32.3A; A32.3F
46781	Missey, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Samantha Missey	
40930	Missy Berkel, Heather	Please DO NOT build the gondola in Little Cottonwood Canyon! This is a pristine watershed that should be "untrammled by man" yet enjoyed by the public. The construction of a gondola will irreversibly impact the canyon negatively and will NOT solve the transportation issues. It will be used by an elite few who visit the privately owned ski areas. PLEASE! Protect Little Cottonwood Canyon from this type of horrendous development.	A32.3I
55404	mistretta, Pio	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Pio mistretta	A32.3A; A32.3F
47513	Mitch, Sarah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Mitch	A32.3A; A32.3F
46003	mitchell, Allie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Allie mitchell	A32.3A; A32.3F
45223	Mitchell, Amelia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Mitchell</p>	
56071	Mitchell, Baylor	<p>To whom it may concern,</p> <p>As a Salt Lake resident and regular user of the cottonwood canyons, it disgusts me that a project that will make outdoor recreation harder for local and only help the wealthy resort owner is still being considered. I need access to the trailheads and I need the beautiful canyon views without a massive gondola in the middle. I want to be able to reach canyon destinations in a timely manner. The gondola does not solve these issues. I would rather ride a bus or shuttle to the trailheads and resorts than have a gondola in the cottonwoods. Please reject the gondola and do some more brainstorming for a project that will be friendly to the locals and create opportunities for resort visitors and trailhead users.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baylor Mitchell</p>	A32.3A; A32.3F
47486	Mitchell, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca Mitchell</p>	A32.3A; A32.3F
40922	Mitchell, Becca	<p>Putting a gondola in Little Cottonwood Canyon is not the answer this community is looking for. We should not have to support this initiative with our own tax dollars to support two ski resorts. It obstructs the view, and will add more people to this already stressed canyon. If anything we should be setting restrictions on the number of people allowed up the canyon, promote car pooling with incentives and doing things to improve our bus shuttle system. Again, why are we "Utah locals" responsible to fork over the cash with no added benefit? Our ski resorts our maxing out and the quality is diminishing. Putting in a gondola that goes directly to the resorts encourages more people at the resorts, and will likely negatively affect our experience as locals. There's got to be a better option.</p>	A32.29VV
56314	Mitchell, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Mitchell</p>	
51804	Mitchell, Chas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chas Mitchell</p>	A32.3A; A32.3F
51431	Mitchell, Cheyenne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Let you get generations experience what we nature we have left.</p> <p>Regards, Cheyenne Mitchell</p>	A32.3A; A32.3F
39416	Mitchell, Crew	Build the gondola	A32.29VV
51376	Mitchell, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Mitchell</p>	
51084	Mitchell, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Mitchell</p>	A32.3A; A32.3F
54147	Mitchell, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Mitchell</p>	A32.3A; A32.3F
44052	mitchell, Gib	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gib mitchell</p>	A32.3A; A32.3F
42652	Mitchell, Gwen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwen Mitchell</p>	
50516	Mitchell, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Mitchell</p>	A32.3A; A32.3F
53287	Mitchell, Kaila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaila Mitchell</p>	A32.3A; A32.3F
52212	Mitchell, Kelsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsie Mitchell</p>	A32.3A; A32.3F
53435	Mitchell, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Mitchell</p>	
44134	Mitchell, Larry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larry Mitchell</p>	A32.3A; A32.3F
54816	Mitchell, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Mitchell</p>	A32.3A; A32.3F
46291	Mitchell, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Paige Mitchell	
46052	Mitchell, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Mitchell</p>	A32.3A; A32.3F
44697	Mitchell, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Mitchell</p>	A32.3A; A32.3F
41474	Mitchell, Soriah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soriah Mitchell</p>	A32.3A; A32.3F
42102	Mitchell, Stacy	<p>Instead of pushing an "either/or" fallacy, this proposed project needs to be indefinitely paused until a solution with minimal environmental impact is suggested that both reduces congestion and avoids forcing eyesore infrastructure on Utah residents. Furthermore, Utah taxpayer dollars should in no way be used to fund this project that a large majority of us oppose. Snowbird and their cronies can fund this garbage on their own, since it only benefits the resorts. It's insane to use our money to build something that we don't want, and then charge us to use it once it's constructed.</p>	A32.29VV
46521	Mitchell-Reiss, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Mitchell-Reiss</p>	
42039	Miterko, Warren	<p>I oppose the gondola for the reasons that it will cause irreversible damage to LCC, will only serve skiers and ski resorts and the majority of Utahns oppose our money being used for the benefit of the very few.</p>	A32.29VV
51698	Mitton, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Mitton</p>	A32.3A; A32.3F
52151	Mitton, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Mitton</p>	A32.3A; A32.3F
44093	Miyagishima, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cade Miyagishima</p>	
56350	Mize, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Mize</p>	A32.3A; A32.3F
54566	MizumoScott, Kendyll	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendyll MizumoScott</p>	A32.3A; A32.3F
40842	Moberg, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Moberg</p>	A32.3A; A32.3F
55678	Modrow, Dustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustin Modrow</p>	
49958	Moe, Tia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tia Moe</p>	A32.3A; A32.3F
56131	Moeller, Adriane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adriane Moeller</p>	A32.3A; A32.3F
53379	Moeller, Alina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alina Moeller</p>	A32.3A; A32.3F
52377	Moeller, Kristy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristy Moeller</p>	
48110	Moeller, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Moeller</p>	A32.3A; A32.3F
42340	moench, Brian	<p>Utah Physicians for a Healthy Environment (UPHE) submit these comments in response to the Supplemental Information Report--Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives, and the Air Quality Supplemental Information Technical Report. We see several errors and inadequacies in these reports.</p> <p>1. Under the 2001 Rule, road types may not be “constructed or reconstructed in IRAs except in specified circumstances which include only two circumstances with possible relevance too Little Cottonwood Canyon.</p> <p>A. “A road is needed to protect health and safety in cases of imminent danger, such as wildfire.” By that standard there is no “imminent danger” to the public from the current road.</p> <p>B. “The Secretary of Agriculture determines that a federal aid highway project is in the public interest or is consistent with the purposes for which the land was reserved or acquired, and there is no alternative route or site.”</p> <p>UDOT cannot credibly argue that the gondola is exempt from the rule because it is technically not a road. The gondola’s purpose is exactly the same as a road, the environmental impacts on the IRAs are similar, especially the construction of the towers, and in terms of degradation of natural vistas probably even worse. Furthermore, UDOT cannot claim there is no “alternative or site” that could accomplish the goals of the gondola.</p> <p>It should be noted that despite these considerations, the gondola is an exclusive means of transportation not available to the public that can’t afford the price of a ticket, or that doesn’t want to focus their enjoyment of the canyon on the two ski resorts that are its drop off points. Nor can the gondola be used as a means of moving anything other than passengers. In other words, the gondola offers all the disadvantages of a road in roadless areas, but with less of the benefits.</p> <p>All the alternatives other than the “No-action” alternative, are not driven by consideration of “public health or safety.” Nor are they a federal-aid highway project “in the public interest.”</p>	A32.3A; A32.3F; A32.3I; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>For UDOT to claim that these other alternatives are in the public interest, begs the question, "How has UDOT determined what is in the public interest?" The public interest should be defined as what the public wants. When the overwhelming majority of public comments, and the positions of politicians whose jurisdiction includes Little Cottonwood Canyon, are strongly in opposition to this project, that should define "the public interest" unless UDOT can show some other evidence of having discovered public opinion on the issue. Without that, this project is yet another example of UDOT imposing upon the public, a value system that the public does not agree with. UDOT cannot claim with any credibility, that the public's interest is being served by this project when the primary beneficiaries are two ski resorts, and it is the public that will pay for it, the majority of whom will never visit those ski resorts. The few days of the year that traffic congestion increases air pollution does not justify any of these other alternatives.</p> <p>Given that climate scientists are very clear that the climate crisis will not only continue but accelerate, global temperatures will continue to climb, the long term trend of shorter winters and less snow pack will continue in the Western US (this year being a marked aberration), it is virtually guaranteed that the gondola will become a stranded asset within 10-20 years.</p> <p>2. We disagree with the Forest Service's ranking of the Twin Peaks IRA as being of "medium value" overall. When a natural area like this is so close in proximity to a large metropolitan area, its importance to the public is greater just because its location provides ready access to a high-quality scenic, natural/wilderness type area. That alone should give it a high value. Furthermore, because of its proximity to a large population center, it gets far more visitors than similar areas do further away, which should prompt more aggressive protection rules. For largely the same reason, we disagree with the USFS's ranking of "medium value" for the Lone Peak and White Pine IRA.</p> <p>In the ranking of these areas' assets, USFS ranks the roadless value, "Landscape Character and Integrity," in all cases as "3." For the reasons mentioned above, we strongly disagree with that existing ranking, and strongly disagree with listing that ranking as unchanged, despite acknowledging that the "gondola and snow sheds would introduce elements and/or patterns that would be visually dominant and would create strong contrast compared with other features in the landscape. A high level of impact was assessed for the impacts of the gondola and snow sheds."</p> <p>3. In section 4.1, Methodology, UDOT lists "Landscape character and integrity" as a roadless area value. More specifically that "quality scenery contributes directly to real estate values in nearby communities and residential areas." In fact that mitigates against the gondola, cog rail, and enhanced bus service alternatives because all of them degrade exactly what that high quality scenery provides, the gondola especially so.</p> <p>4. The proposed snow sheds would dramatically degrade the scenic beauty of the canyon, including, obviously obliterating the view of the canyon and the IRAs from within these snow sheds. UDOTs claim that the snow sheds "would not result in a scenic integrity level of Unacceptably Low," is an absurd, arbitrary, and mechanistic assessment of the impairment of the canyon's defining asset. To have the natural beauty of the canyon tarnished and from several vantage points obliterated by these massive snow sheds would seriously degrade the aesthetic value of visiting the canyons, something that all users, including skiers, highly value.</p> <p>5. We disagree with the claims in several instances that water quality would not be impaired in these IRAs. UDOT's report acknowledges that facilitating transportation would increase canyon human visitation and use. But UDOT implies this is merely an issue of possible increased human waste. It is much more than that. Probably the greatest threat to water quality are the PFAS compounds associated with increased human activity, especially introduced with ski and snowboard wax.</p> <p>The EPA just recently made the extraordinary announcement that it was dramatically reducing the water quality standard for PFAS compounds from 70 parts per trillion (ppt) to .02 ppt, a level that is barely even detectable. This means essentially there is no safe level of PFAS exposure, the same conclusion drawn by non-EPA scientists. Although there is movement in the ski industry to move away from PFAS in ski wax, invariably, substitute compounds offered by the chemical industry turn out to be just as toxic, and this cycle has already become evident for multiple substitute chemicals in other products. Also, there is no enforcement mechanism established or even proposed to address the issue.</p> <p>Furthermore, all the alternatives other than the no action alternative involve increasing paving. For example, with the Enhanced Bus Service PPSL Alternative, the report notes an increase of 22 acres of asphalt would be involved, but claims that "would not affect water quality." Multiple toxic compounds will leach into the creek water from the asphalt, especially polycyclic aromatic hydrocarbons (PAHs) many of which are not easily removed by water treatment facilities. There is no threshold that differentiates a safe level of exposure from one that harms public health. Even if the claim that the degradation of water quality would not cause Little Cottonwood Creek to exceed water quality standards is true, that does not mean public health would not suffer. It only speaks to the inadequacy of the water quality standards.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>There is nothing in the report that acknowledges that the digging, blasting, and overall land disturbance required for pouring the foundations of the gondola towers could create ongoing water contamination through the same process as acid mine drainage. We see no evidence that the soils in the area have been analyzed for the presence of pyrite. If this iron sulfide is present, then there could be ongoing acid runoff from the towers' foundations.</p> <p>Calcium hydroxide, calcium carbonate, and silicon dioxide can all leach into the soil and water from the concrete, further contaminating the creek. Damage or leaks in the fuel storage tanks for emergency generators could be catastrophic for water quality in the creek.</p> <p>6. In section 5.0, impacts summary of the report, it states, "Environmental Consequences, less than 1% of each of the three IRAs would be affected by any of the action alternatives." This is again an absurd characterization of an environmental impact. That kind of logic could be used to justify placing a Walmart on the top of the Great White Throne in Zions Canyon or a hot dog stand on Rainbow Bridge.</p> <p>7. The scenario conjured up to justify the supplemental air quality report seems like a deliberate attempt to justify any version of these projects other than simply expanding bus service. UDOT's air quality modeling constraints are arbitrary and capricious. By insisting that air quality associated with expanded bus service only needs to be analyzed under a worst-case scenario, with all buses powered by maximum age, 14 year old diesel engines, is clearly stacking the deck in favor of the gondola. Obviously, natural gas, newer diesel engines, and electric buses are all already available, could be used in the near future, and would significantly change the equation for calculating the comparative pollution consequences of the various alternatives. For UDOT to claim that analyzing the air quality consequences under an electric bus scenario is "outside the scope" of their study is blatantly indefensible.</p> <p>We consider these supplemental reports to provide further reasons for abandoning the gondola as the preferred alternative.</p> <p>Dr. Brian Moench President, UPHE</p>	
42415	Moench, Malin	<p>COMMENTS OF MALIN MOENCH ON THE SUPPLEMENTAL INFORMATION REPORT--ASSESSMENT OF THE ROADLESS AREA CONSERVATION RULE FOR THE FINAL EIS ALTERNATIVES, AND THE AIR QUALITY SUPPLEMENTAL INFORMATION TECHNICAL REPORT</p> <p>In section 5.0, impacts summary of the report, it states, "Environmental Consequences, less than 1% of each of the three IRAs would be affected by any of the action alternatives." This is again an absurd characterization of an environmental impact. That kind of logic could be used to justify placing a dozen 12-story radio transmission towers on top of Mount Olympus and pretending it wouldn't significantly affect the majesty of the Wasatch Range from the point of view of the entire population of the of Salt Lake Valley because the footprint of these towers totals less than 1% of the mountain's surface area.</p> <p>The scenario conjured up to justify the supplemental air quality report seems like a deliberate attempt to justify any version of these projects other than simply expanding bus service. UDOT's air quality modeling constraints are arbitrary and capricious. By insisting that air quality associated with expanded bus service only needs to be analyzed under a worst-case scenario, with all buses powered by maximum age, 14 year old diesel engines, is clearly stacking the deck in favor of the gondola. Obviously, natural gas, newer diesel engines, and electric buses are all already available, could be used in the near future, and would significantly change the equation for calculating the comparative pollution consequences of the various alternatives. For UDOT to claim that analyzing the air quality consequences under an electric bus scenario is "outside the scope" of their study is blatantly indefensible.</p> <p>The Utah Department of Transportation (UDOT) has embraced the Gondola B alternative to solving the seasonal traffic congestion problem in Little Cottonwood Canyon. This inclusion should be rescinded in favor of either a tunnel-based alternative or an all-electric bus alternative modeled upon the highly successful Zion Canyon shuttle bus system for solving the congestion problem in Zion National Park's main canyon.</p> <p>As formulated by UDOT, the Gondola B alternative requires 22 unsightly towers, some as high as 20 stories, and connecting cables. They would be as jarring a visible desecration of the canyon as running a cross-country high-voltage transmission line up the canyon would be. It would be visible from almost every location in the canyon and mar forever one of Utah's most majestic landscapes. It would have this impact not only on skiers, but on hikers, climbers, campers, photographers, and families just visiting for the day.</p>	A32.3I; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Because Little Cottonwood Canyon is such a narrow canyon, there would be no way for visitors to escape the constant noise and visual distraction a gondola would create. The historical significance and natural beauty of Little Cottonwood Canyon make it a place worth protecting and preserving. It was sculpted by glaciers over many thousands of years, and its spectacular but delicate beauty makes it one of the most iconic natural creations in our valley. It has been photographed, painted and admired by visitors for centuries. The Gondola B alternative would bring all that to an end.</p> <p>UDOT made this unfortunate choice, and the Wasatch Front Regional Council has accepted that choice, without undertaking even a cursory investigation of the cost and benefits of tunneling, or of a mandatory low-emissions bus-only service as is currently being successfully implemented in Zion Canyon. If UDOT had made such an investigation, it would have found that tunneling could deliver eight-fold more congestion relief at one-fourth the cost, and without disfiguring the canyon, while a low-emission bus-only alternative would deliver congestion relief at one-eighth the economic cost, and one one-hundredth of the environmental and social cost. Failing to investigate these alternatives is arbitrary and capricious, and a fatal flaw in UDOT's Environmental Impact Statement that must be corrected.</p> <p>UDOT/WFRC embrace this uneconomic eyesore without undertaking even a cursory investigation of several cheaper, more effective, and less invasive ways of improving public access to the canyon. One is a low-emissions bus-only service, such as the one that gives the public high-season access to Zion National Park. This free-of-charge system gives five million hikers and sightseers frequent, reliable access to Zion's entire Main Canyon. It is far more convenient than driving and parking private cars, and it does not compromise Zion's awe-inspiring scenery in any way. Private car permits are available where appropriate.</p> <p>Zion's shuttle boards 660 riders per hour from April through November. It elegantly solves a problem that is nearly identical to the one that UDOT is trying to solve in Little Cottonwood Canyon. It would cost \$48.5 million to replace its aging bus fleet with electric buses and the necessary charging stations. Scaling up the new, all-electric bus system by 60% would allow it to match the hourly capacity of UDOT's Gondola B alternative (1,050 rides per hour). The expanded system could accommodate Zion's 6.8 million shuttle riders at an average operating cost of \$1.30 per ride (\$1 .00 operating cost, plus a capital cost of \$0.30).</p> <p>Compare this to UDOT's Gondola B alternative. With capital costs of \$592 million, ski season operating costs of \$7.6 million, and a 30-year useful life, total system costs would be \$820 million (before inflation). This is nearly five times the total cost of Zion Park-style all-electric bus system of equal capacity, but the Little Cottonwood gondola would provide only one-twentieth as many rides as the Zion Park system over its lifetime. If the gondola ticket price covers its costs, few skiers would pay it except, perhaps, during rush hours.</p> <p>Over a ski season, congestion on Highway 210 is limited to weekends and holidays during two early morning and two late afternoon rush hours. Over its 30-year life, a gondola would operate during 3,960 total rush hours (2 hours x 2 hours x 33 days x 30 years). UDOT explicitly states that the sole purpose of the gondola is to avoid congestion on Highway 210. If total lifetime gondola system costs are assigned to the extra rides that it could provide during ski-season rush hours, the cost per ride is \$217. A Zion-style bus-only system could provide those same rides for \$1.30 each.</p> <p>A Zion-style system could solve Little Cottonwood Canyon's congestion problem as effectively as the Gondola B alternative at a tiny fraction of the cost. In addition to dropping resort skiers at Alta and Snowbird resorts, it could drop cross-country skiers and snowshoe hikers at half a dozen way points in between. It could scale up to serve Big Cottonwood Canyon as well, at the same cost per ride. In both canyons, it could eliminate the need for vast parking lots at the base of lifts, allowing that land to revert to alpine meadow.</p> <p>The already low cost of a Zion-style system could be cut by two-thirds if a Cottonwood Canyon transit service simply rented Zion Park's bus fleet. This is feasible because Zion Park doesn't need its bus fleet in its winter offseason, which coincides almost precisely with the Wasatch ski season. Crucially, a Zion-style system could furnish this wide array of benefits without widening Highway 210, ripping up the canyon's delicate landscape, or impaling it with dozens of 20-story towers.</p> <p>UDOT estimates that there are seven days (56 hours) of avalanche delays on Highway 210 each season. Its gondola would avoid more of such delays than a Zion-style system would. However, applying the congestion-avoidance analysis described above, each gondola ride that avoids avalanche delay over the life of the system would cost \$464. A system that costs \$464 per ride compared to one that costs \$1.30 per ride is quite a premium to pay to avoid a week's worth of avalanche delays each season. Few skiers would be willing to pay the difference rather than just ski another canyon on those rare avalanche days.</p> <p>The Gondola B alternative is a high-priced boondoggle that benefits only a few property-owning political insiders. Its functionality is narrow, and the scenic damage it would inflict on Little Cottonwood Canyon would be catastrophic and permanent. The Zion Park approach to easing congestion would solve Little Cottonwood Canyon's congestion problem without any of these drawbacks. It is practical, effective, and environmentally benign, yet UDOT refused to even consider it. This fits the textbook definition of "arbitrary and capricious" administrative decision making—a finding that the courts may ultimately have a chance to confirm.</p>	<p>See Responses in Appendix A of the ROD</p>
49574	Moench, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	<p>A32.3A; A32.3F</p>

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Moench</p>	
45931	Moes, Nanci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nanci Moes</p>	A32.3A; A32.3F
41730	Moeser, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Moeser</p>	A32.3A; A32.3F
40195	Moffat, Jen	<p>Do NOT include a gondola in the plan for Little Cottonwood Canyon. It is a project that would benefit a small subset of users, give lots of money to developers and resort owners, and negatively impact this beautiful place. Please represent the majority of Utahns and reject the gondola project.</p>	A32.29VV
44604	Moffet, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Moffet</p>	A32.3A; A32.3F
54006	Moffitt, Caylyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caylyn Moffitt</p>	
44534	Moffitt, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Moffitt</p>	A32.3A; A32.3F
41273	Mogan, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Mogan</p>	A32.3A; A32.3F
46504	Mogildea, Sabina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sabina Mogildea</p>	
47566	Mohler, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Mohler</p>	A32.3A; A32.3F
41920	Mohowski, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Mohowski</p>	A32.3A; A32.3F
48785	Mojo, Jennifer	<p>To whom it may concern,</p> <p>I am an AICP certified land use planner with over 15 years of experience in natural resource planning and permitting. I earned my advanced degree in planning from the University of Utah and very familiar with the challenges and opportunities for growth and development along the Wasatch Front.</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Mojo</p>	A32.3A; A32.3F
52425	Moles, Laura	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Moles</p>	
54825	Moles, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Moles</p>	A32.3A; A32.3F
49380	Molina, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Molina</p>	A32.3A; A32.3F
46802	Molina, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Luke Molina	
44299	Mollenhauer, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Mollenhauer</p>	A32.3A; A32.3F
41476	Moller, Malue	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malue Moller</p>	A32.3A; A32.3F
39636	Molloy, Rachel	I absolutely do not support the gondola. There are cheaper and more scalable solutions that will not destroy the environment and beautiful view of the canyon. For example, scaling the bus system as needed. If you have a hard time finding bus drivers, pay them more. Other solutions have not even been tested. Rather than having taxpayers pay millions of dollars for this, test scaling the bus system or parking reservations or fees at the entrance of the canyon or all of the above. Do not have taxpayers (most of whom don't support this to begin with) pay millions of dollars for this solution that only benefits the two resorts, Without at least testing these other solutions first.	A32.29VV
52941	Molnar, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Molnar</p>	A32.3A; A32.3F
43115	Mominee, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Mominee</p>	
44660	Monagte, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Monagte</p>	A32.3A; A32.3F
42188	Monahan, Matthew	<p>I am very opposed to such a large taxpayer expense, regardless of whether it will pay itself off, where so many of the benefits go towards a small number of large businesses (the ski areas). I think an occupancy-based toll (lower occupancy = higher toll) combined with much better busing that includes stops at trailheads, would be better.</p>	A32.29VV
42668	Monahan, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Monahan</p>	A32.3A; A32.3F
45339	Monahan, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Riley Monahan	
50164	Monahan, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Monahan</p>	A32.3A; A32.3F
54722	Monarca, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Monarca</p>	A32.3A; A32.3F
50198	Monette, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Monette</p>	A32.3A; A32.3F
52019	Money, summar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, summar Money</p>	
53009	Monjar, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Monjar</p>	A32.3A; A32.3F
44929	Monk, Kellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellie Monk</p>	A32.3A; A32.3F
42030	Monleon, Santiago	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Santiago Monleon</p>	A32.3A; A32.3F
42022	Monosson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Monosson</p>	
43267	Monosson, Tina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tina Monosson</p>	A32.3A; A32.3F
52226	Monroe, Jordan	<p>To whom it may concern,</p> <p>I love Utah and I love the Cottonwoods. This gondola is the epitome of Utah Croney Capitalism. Please please stop this.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Monroe</p>	A32.3A; A32.3F
42947	Monroe, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Julia Monroe	
43904	Monroe, Rabecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rabecca Monroe</p>	A32.3A; A32.3F
52470	Monson, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>THIS WOULD BE AN ABSOLUTE DISASTER FOR THE CANYON AND IT'S BEAUTIFUL VIEWS! I don't want the canyon to be spoiled rotten like this for my children!</p> <p>Regards, Dave Monson</p>	A32.3A; A32.3F
46858	Monson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Monson</p>	A32.3A; A32.3F
50646	Monson, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Monson</p>	
39871	Monson, Traci	<p>The gondola would violate the Roadless Rule and negatively impact this beautiful wilderness area.</p> <p>We can't go back from this - please don't violate the beauty just to satisfy and fund a few.</p> <p>We have the answer to the issues in the canyons - fund more buses, and have them run more frequently. Don't waste money on building something people aren't going to use. The overwhelming majority will still drive their cars and not use the gondola. We will spend way too much money on something that will damage the area forever to please a few.</p>	A32.3A; A32.3F
49060	Monson, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zack Monson</p>	A32.3A; A32.3F
55476	Montambo, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Montambo</p>	A32.3A; A32.3F
46590	Montandon, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Montandon</p>	
45767	Montclair, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Montclair</p>	A32.3A; A32.3F
44357	Monte, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, using a shuttle system similar to Zion national park, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Monte</p>	A32.3A; A32.3F
46827	Monteiro, Priscila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Priscila Monteiro</p>	A32.3A; A32.3F
46285	Montella, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Montella</p>	
47810	Montenegro, Lorena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorena Montenegro</p>	A32.3A; A32.3F
52562	Montero, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Montero</p>	A32.3A; A32.3F
51455	Montes, Julian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julian Montes</p>	A32.3A; A32.3F
53377	Montez, Shelby	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Montez</p>	
48271	Montgomery, cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cole Montgomery</p>	A32.3A; A32.3F
48587	Montgomery, Coral	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coral Montgomery</p>	A32.3A; A32.3F
45558	Montgomery, Felicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enlarged parking lots/structures, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Felicia Montgomery</p>	
49706	Montgomery, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Montgomery</p>	A32.3A; A32.3F
49468	Montgomery, Sylvia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sylvia Montgomery</p>	A32.3A; A32.3F
44676	Montgomery, Trenton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trenton Montgomery</p>	A32.3A; A32.3F
53214	Montiel-Bravo, Louis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louis Montiel-Bravo</p>	
50880	montierth, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett montierth</p>	A32.3A; A32.3F
51068	Montmorency, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Montmorency</p>	A32.3A; A32.3F
55910	Montmorency, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Montmorency</p>	A32.3A; A32.3F
47711	Montoya, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Montoya</p>	
40579	Montoya, Patrick	One thing to consider. If the gondola project were installed and the canyon is closed for avalanche mitigation. The wind or something calls for rescue of a gondola rider but, the canyon is closed. Now what?	A32.29VV
43150	Moody, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Regards, Amanda Moody</p>	A32.3A; A32.3F
53369	Moody, Izzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izzy Moody</p>	A32.3A; A32.3F
48819	Moody, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Moody</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49774	Moody, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Moody</p>	A32.3A; A32.3F
48834	Moody, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Moody</p>	A32.3A; A32.3F
53571	Moody, Serenity	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Serenity Moody</p>	A32.3A; A32.3F
52517	Moon, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Moon</p>	
44685	Moon, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Moon</p>	A32.3A; A32.3F
42855	Moon, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Moon</p>	A32.3A; A32.3F
55079	Moon, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Moon</p>	A32.3A; A32.3F
54531	Moon, Marci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marci Moon</p>	
49776	Moon, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Moon</p>	A32.3A; A32.3F
52939	Moon, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Moon</p>	A32.3A; A32.3F
51351	mooney, addisen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, addisen mooney</p>	A32.3A; A32.3F
41945	Mooney, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Mooney</p>	
42994	Moore, Amaria	<p>To whom it may concern,</p> <p>I STRONGLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amaria Moore</p>	A32.29VV
50310	Moore, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Moore</p>	A32.3A; A32.3F
44018	Moore, Aydan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aydan Moore</p>	
55057	Moore, Becky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becky Moore</p>	A32.3A; A32.3F
40127	Moore, Cameron	<p>I am not in favor of building a gondola system. I have read a number of articles, studies, and many other's opinions. It seems that a majority of residents are against a gondola and add to that the extreme cost and significant visual impact should remove a gondola as a potential solution. This is a risky proposition and would be the longest such gondola system in the world. That may introduce technical issues that have been previously not been encountered.</p> <p>Alternatively, widening the road to either to add one more lane as a dedicated bus lane or adding two lanes to provide a dedicated bus lane and a flex lane for additional private vehicle traffic up and down the canyon, will only solve part of the problem. Some of the delay and backup is simply created by vehicles attempting to find adequate parking and having to search or wait for parking. If there was a requirement for the resorts to build parking structures to house at a minimum of 120 percent of the capacity of the resort then the delays could be reduced.</p> <p>In my opinion, the most favorable solution is the construction of a tunnel from the base of the canyon up to the area between the resorts. There are multiple existing tunnels of the needed length or longer, so this has been proven technically possible. In addition, this would not be affected as much by the potential for avalanches or extreme weather. In fact, it would provide an alternative route of travel when avalanches or avalanche remediation closes the surface roads. A tunnel would have the lowest environmental impact. Lastly, the cost of a tunnel appears to be lower than either widening the existing road or building a gondola.</p> <p>Whatever the proposed solution, the final solution should be put before the voters for approval of both the solution and the use of any public funding.</p>	A32.29VV
47098	Moore, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Moore</p>	A32.3A; A32.3F
49010	Moore, Cayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cayden Moore</p>	
43835	Moore, Chalise	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and would implore urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chalise Moore</p>	A32.3A; A32.3F
46980	Moore, Chantel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantel Moore</p>	A32.3A; A32.3F
44264	Moore, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Moore</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40732	Moore, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner Moore</p>	A32.3A; A32.3F
45455	Moore, Dallin	<p>To whom it may concern,</p> <p>As a lifelong resident of Utah, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Moore</p>	A32.3A; A32.3F
55460	Moore, Deborah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. A flexible lane where two lanes go up at peak times and two lanes go down at peak times. The center lane would alternate as needed.</p> <p>Regards, Deborah Moore</p>	A32.3A; A32.3F
48560	Moore, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Moore</p>	
44702	Moore, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Moore</p>	A32.3A; A32.3F
50346	moore, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily moore</p>	A32.3A; A32.3F
47798	Moore, Evie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evie Moore</p>	A32.3A; A32.3F
51193	Moore, Halle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halle Moore</p>	
54824	Moore, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Moore</p>	A32.3A; A32.3F
43104	Moore, Jagger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Let's save our environment instead of subsidizing businesses.</p> <p>Regards, Jagger Moore</p>	A32.3A; A32.3F
48571	Moore, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jared Moore</p>	
50361	Moore, Kelsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsie Moore</p>	A32.3A; A32.3F
52592	Moore, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Moore</p>	A32.3A; A32.3F
44235	Moore, Lizzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lizzie Moore</p>	A32.3A; A32.3F
51395	Moore, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Moore</p>	
42133	Moore, Miriam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miriam Moore</p>	A32.3A; A32.3F
42998	Moore, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia Moore</p>	A32.3A; A32.3F
48393	moore, ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ryan moore</p>	A32.3A; A32.3F
55065	Moore, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Make the canyon experience better for locals. We don't need more tourism.</p> <p>Regards, Sean Moore</p>	
47308	Moore, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. As well as having a flexible lane, or a reversible lane. A flexible lane meaning having two lanes go up at peak times and two lanes go down at peak times. The center lane would alternate as needed.</p> <p>Regards, Spencer Moore</p>	A32.3A; A32.3F
45341	Moore, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Moore</p>	A32.3A; A32.3F
54906	Moralea, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Moralea</p>	
39797	Morales, Esli	I am in favor of the Gongola B phased implementation.	A32.29VV
44947	Morales, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Morales</p>	A32.3A; A32.3F
41228	Moran, Christopher	Reading some of the reports and prices it looks like the buses arnt that much different and little less but also wont take 10 years to see any difference it looks like they can be here next year. And you just have to run them in the winter time saving money and time there as well as making them electric too. Also the Simpsons predicted everything so far so likes not much this a Monorail episode.	A32.29VV
48013	Moran, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Moran</p>	A32.3A; A32.3F
50982	Moran, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Moran</p>	A32.3A; A32.3F
50560	moran, Molly	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly moran</p>	
41016	Morath, Justice	<p>The gondola does nothing to help Big Cottonwood Canyon and will only marginally help traffic in LCC. It will also certainly cost a prohibitive amount for people to use which will further disenfranchise working and minorities away from their rightful public lands. It does nothing to help anyone but well off skiers. It's an overpriced gimmick and a waste of taxpayer money.</p>	A32.29VV
43182	Morchinek, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Morchinek</p>	A32.3A; A32.3F
55300	morel, nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nicolas morel</p>	A32.3A; A32.3F
48113	moreland, ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ainsley moreland</p>	
53871	Moreland, Celeste	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Celeste Moreland</p>	A32.3A; A32.3F
54534	Morell, Angie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angie Morell</p>	A32.3A; A32.3F
48122	Moreno, Cassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassandra Moreno</p>	A32.3A; A32.3F
43765	moreno, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna moreno</p>	
47913	Moreno, Melvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melvin Moreno</p>	A32.3A; A32.3F
47478	Moresco, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zack Moresco</p>	A32.3A; A32.3F
45706	moretti, sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sofia moretti</p>	A32.3A; A32.3F
48948	Morey, Sarah	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Morey</p>	
42830	Morga, Georgette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Georgette Morga</p>	A32.3A; A32.3F
48936	Morgan, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Morgan</p>	A32.3A; A32.3F
55261	Morgan, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Andrea Morgan</p>	
42747	Morgan, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Morgan</p>	A32.3A; A32.3F
53098	Morgan, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Morgan</p>	A32.3A; A32.3F
55950	Morgan, Casey	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p> <p>Best, Casey Morgan</p>	A32.3A; A32.3F
53499	Morgan, Christine	<p>To whom it may concern,</p> <p>Go to any ski resort with gondolas. Where is the line ALWAYS the longest? The gondola! Also have you considered where to park all of the cars people drive to catch the gondola? There is nowhere to house a parking lot large enough to handle the capacity of cars. Between insufficient parking and the lines created you will have created new problems.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Morgan</p>	
49664	Morgan, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Morgan</p>	A32.3A; A32.3F
52451	Morgan, Corbin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corbin Morgan</p>	A32.3A; A32.3F
51699	Morgan, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Morgan</p>	A32.3A; A32.3F
39603	Morgan, Dave	<p>We are a democratic society that believes in the right to vote for public officials. This shouldn't be any different. As we were asked to provide input, numerous times even.....but the final & unilateral final say is UDOTs to forge ahead with the gondola. Regardless of the overwhelming public response is "no gondola". What does it take? I just don't get it. It ain't rocket science Y'all. No truly means no here, based on the thousands of legitimate concerns spelled out that oppose the gondola.</p> <p>I'm a lifelong Utah skier and my say & tax dollars do matter. Of all the options I'm much more in favor of widening the road for increased bus traffic. And if the gondola is truly the outcome, let the Bird & Alta foot the bill. Regards DM</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50067	Morgan, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Morgan</p>	A32.3A; A32.3F
47064	Morgan, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Morgan</p>	A32.3A; A32.3F
43628	Morgan, Georgia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Georgia Morgan</p>	A32.3A; A32.3F
53438	Morgan, Jaerden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaerden Morgan</p>	
50222	Morgan, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Morgan</p>	A32.3A; A32.3F
52289	Morgan, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Morgan</p>	A32.3A; A32.3F
55992	Morgan, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Morgan</p>	A32.3A; A32.3F
42068	Morgan, Kaite	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaite Morgan</p>	
50256	Morgan, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Morgan</p>	A32.3A; A32.3F
44662	Morgan, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Morgan</p>	A32.3A; A32.3F
48344	Morgan, Paetra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paetra Morgan</p>	A32.3A; A32.3F
44535	Morgan, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Morgan</p>	
54453	Morganson, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Morganson</p>	A32.3A; A32.3F
46527	Mori, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Mori</p>	A32.3A; A32.3F
45939	Moriarty, Lee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a local ski patroller, this is a ridiculous and stupid way of "addressing"</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>traffic issues. Just buy more buses and hire more drivers. Create a permit to drive up canyon and encourage folks to park in park and ride lots. Easy. Much better than a [REDACTED] useless and wasteful gondola.</p> <p>Regards, Lee Moriarty</p>	
39876	Morillas, Eddie	UDOT's interpretation of the Roadless Rule is in direct conflict with the spirit of conservation that the rule is founded upon. Any impact to these areas during the construction and maintenance of the gondola is unacceptable.	A32.29VV
51864	Morla, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Morla</p>	A32.3A; A32.3F
51488	Morley, Clark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clark Morley</p>	A32.3A; A32.3F
55686	Moroney, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Moroney</p>	A32.3A; A32.3F
55997	Morrell, Carl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carl Morrell</p>	
44301	Morrell, Carston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carston Morrell</p>	A32.3A; A32.3F
51908	Morrell, Dena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dena Morrell</p>	A32.3A; A32.3F
50972	Morrell, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kate Morrell	
51407	Morrell, Stanley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times.</p> <p>Regards, Stanley Morrell</p>	A32.3A; A32.3F
50958	Morrill, Allyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allyson Morrill</p>	A32.3A; A32.3F
48945	Morrill, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Morrill</p>	A32.3A; A32.3F
52233	morrill, jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jenna morrill</p>	
46849	morrill, rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rebecca morrill</p>	A32.3A; A32.3F
46105	morriss, AnnaKate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AnnaKate morriss</p>	A32.3A; A32.3F
39488	Morris, Brian	No gondola. Period.	A32.29VV
41045	Morris, Brian	Please no gondola up the canyon! It would absolutely destroy the natural beauty of the canyon. Any solution should be paid for by the ski resorts who benefit from the increase in traffic.	A32.29VV
45335	Morris, Carlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlie Morris</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56135	Morris, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Morris</p>	A32.3A; A32.3F
40134	Morris, Dave	<p>PLEASE PLEASE BUILD the Gondola!! We (two of us) spent \$375 in extra lift tickets at Snow Basin because LCC was closed all week. (We had a pass to cover four days at Alta and Snowbird, so their skiing would have been free for us.). (As it is, even with \$375 extra, we still sacrificed two out of four days of skiing.). The cost of NOT having this Gondola is enormous.</p> <p>Enough is enough with the road closures. We need this Gondola yesterday.</p>	A32.29VV
44615	Morris, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Morris</p>	A32.3A; A32.3F
53995	Morris, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Morris</p>	A32.3A; A32.3F
51521	Morris, India	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, India Morris</p>	
49107	Morris, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Morris</p>	A32.3A; A32.3F
48372	Morris, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Morris</p>	A32.3A; A32.3F
52532	Morris, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Morris</p>	A32.3A; A32.3F
49754	Morris, Julianne	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julianne Morris</p>	
53747	Morris, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Morris</p>	A32.3A; A32.3F
40011	Morris, Lars	the gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.3A; A32.3F
49700	Morris, Leo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leo Morris</p>	A32.3A; A32.3F
48263	Morris, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lilly Morris</p>	
56337	morris, lyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lyla morris</p>	A32.3A; A32.3F
47105	Morris, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Morris</p>	A32.3A; A32.3F
47145	Morris, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Morris</p>	A32.3A; A32.3F
49363	morris, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha morris</p>	
45135	morris, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel morris</p>	A32.3A; A32.3F
43999	Morris, Stacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacy Morris</p>	A32.3A; A32.3F
41630	Morris, Will	<p>It appears that the gondola would violate the Roadless Area Conservation Rule. I am not a legal expert, but even if the gondola did not violate the Roadless Area Conservation Rule to the letter of the law, it certainly violates the intent of the rule to limit development and development impacts.</p>	A32.3A
44382	Morrison, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Morrison</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49734	Morrison, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Morrison</p>	A32.3A; A32.3F
52572	Morrison, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Morrison</p>	A32.3A; A32.3F
51471	Morrison, Melia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melia Morrison</p>	A32.3A; A32.3F
52883	Morrison, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Morrison</p>	
47917	Morrison, Teddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teddy Morrison</p>	A32.3A; A32.3F
56324	Morrisey, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Morrissey</p>	A32.3A; A32.3F
50898	Morrow, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Morrow</p>	A32.3A; A32.3F
45299	Mortensen, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Mortensen</p>	
51900	Mortensen, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Mortensen</p>	A32.3A; A32.3F
39845	Mortensen, Maya	<p>The gondola would directly violate the 2001 RACR and the wilderness in the LCC area.</p> <p>Whether it's thousands of tons of asphalt/concrete/substrate for building a flat road up miles of protected wilderness in the canyon, or thousands of tons of building material to build a vertical gondola line, the spirit of the law of the RACR is being violated. Additionally, the UDOT's argument that the gondola does not violate the RACR because it does not constitute as a motorized vehicle and any environment destruction is incidental is incorrect.</p> <p>The gondola is, by definition, a vehicle that employs an electric-powered motor not operated upon rails (see Utah Legislature's definition of "motor vehicle" in reference to Title 41-part 42b).</p> <p>Additionally, the "incidental" wildlife habitat destruction includes over 100 boulders that provide rich cultural and sentimental value to the area for climbers and hikers.</p> <p>The gondola violates the RACR and should be discarded as a viable option to the canyon's traffic.</p>	A32.29VV
45288	Mortensen, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Mortensen</p>	A32.3A; A32.3F
41421	Mortenson, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Mortenson</p>	
49174	Mortenson, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Mortenson</p>	A32.3A; A32.3F
54629	Mortenson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Mortenson</p>	A32.3A; A32.3F
52631	Morton, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Morton</p>	A32.3A; A32.3F
52959	morton, Andrew	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew morton</p>	
47520	Morton, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Morton</p>	A32.3A; A32.3F
49585	Morton, Marcie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcie Morton</p>	A32.3A; A32.3F
54830	Morton, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Natalie Morton	
46235	Morton, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Morton</p>	A32.3A; A32.3F
51367	Morton, Quinne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinne Morton</p>	A32.3A; A32.3F
51734	Morton, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Morton</p>	A32.3A; A32.3F
45859	Morton, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Morton</p>	
44721	Morton, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Morton</p>	A32.3A; A32.3F
43414	Moscoso, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Moscoso</p>	A32.3A; A32.3F
48904	Moseley, Margot	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margot Moseley</p>	A32.3A; A32.3F
48000	Moser, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Moser</p>	
41337	Moser, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Moser</p>	A32.3A; A32.3F
48799	Mosher, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Mosher</p>	A32.3A; A32.3F
47299	MOSHER, OLIVIA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, OLIVIA MOSHER</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44362	Moshina, Uliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Uliana Moshina</p>	A32.3A; A32.3F
42933	Moshirfar, Omeed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Omeed Moshirfar</p>	A32.3A; A32.3F
46821	Moskowitz, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Moskowitz</p>	A32.3A; A32.3F
47249	Mosley, Cassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassandra Mosley</p>	
52795	Moss, Dallas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallas Moss</p>	A32.3A; A32.3F
54710	Moss, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon, such as bus lanes and increased ski bus service. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Moss</p>	A32.3A; A32.3F
42775	Moss, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Moss</p>	A32.3A; A32.3F
53705	Moss, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Moss</p>	
42501	Moss, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Moss</p>	A32.3A; A32.3F
43540	Moss, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Moss</p>	A32.3A; A32.3F
52799	Moss, Kaycee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaycee Moss</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39987	Moss, Lee	<p>To whom it may concern,</p> <p>I am against building a gondola as a transportation option in Little Cottonwood Canyon. Based on the research that I have done, the gondola option for Little Cottonwood Canyon would directly violate the Roadless Rule and negatively impact wilderness areas. In Little Cottonwood Canyon, White Pine and portions of Twin Peaks and Lone Peak are designated as Inventoried Roadless Areas (IRA). The gondola option would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs. The \$1 billion+ transportation project within IRAs will negatively impact wilderness areas, inhabiting wildlife, and the watershed and directly contrasts with the spirit of the Roadless Rule and the areas it protects. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Lee Moss </p>	A32.3A
53986	Moss, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Moss</p>	A32.3A; A32.3F
56070	Moss, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost, more effective, and more environmentally friendly alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I do not support a proposal that would reduce acres of land that are classified as "Roadless," and support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support proven, lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for your consideration</p> <p>Regards, Nick Moss</p>	A32.3A; A32.3F
53141	Moss, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Moss</p>	
55786	Mossman, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Mossman</p>	A32.3A; A32.3F
46743	mostafaie, sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sarah mostafaie</p>	A32.3A; A32.3F
45733	Mostert, Mona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mona Mostert</p>	A32.3A; A32.3F
48347	Mott, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Mott</p>	
43582	Mottl, Robb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robb Mottl</p>	A32.3A; A32.3F
55020	Motto, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Motto</p>	A32.3A; A32.3F
53658	Moulton, Mercy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mercy Moulton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52078	Moulton, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Moulton</p>	A32.3A; A32.3F
52907	Mounier, Louis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louis Mounier</p>	A32.3A; A32.3F
51894	Mountain, Greta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greta Mountain</p>	A32.3A; A32.3F
41191	Mouriño, Pablo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pablo Mouríño</p>	
44180	mouritsen, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby mouritsen</p>	A32.3A; A32.3F
52818	Moushegian, Janice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janice Moushegian</p>	A32.3A; A32.3F
52805	Moushegian, Kirk	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirk Moushegian</p>	A32.3A; A32.3F
44691	Mouw, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Mouw</p>	
42546	Moy, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Moy</p>	A32.3A; A32.3F
55206	Moyer, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Moyer</p>	A32.3A; A32.3F
45240	Moyer, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Moyer</p>	A32.3A; A32.3F
49247	Moyer, Maverick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maverick Moyer</p>	
45529	Moyes, Myranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myranda Moyes</p>	A32.3A; A32.3F
40180	Moyes, Shaun	<p>How could Gondola B possibly be the "best option" when all traffic and idling will still happen as LaCaille is essentially fed from the same three roads as the mouth of the canyon? Traffic jams and idling will be no better. NO ONE WHO PAYS TAXES IN THIS AREA WANT MS THE GONDOLA!!! Regardless of losing an Olympic bid with that canyon.</p> <p>Snow sheds are the only solution that will keep traffic moving and reduce idling. When the resort is full, it's full. When avalanches shut down the road, you will still have issues.</p>	A32.29VV
48371	Moyle, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Moyle</p>	A32.3A; A32.3F
47062	Mrotek, Mikael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikael Mrotek</p>	
46854	Muck, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Muck</p>	A32.3A; A32.3F
39295	Mudge, Joshua	Please do not add a gondola. It would be slow, expensive, and partially obscure the beauty of the canyon.	A32.29VV
55131	Muededonck, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Muededonck</p>	A32.3A; A32.3F
47307	Muehlman, Jayanti	<p>To whom it may concern,</p> <p>I lived in Salt Lake for 6 years and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayanti Muehlman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45814	Mueller, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Mueller</p>	A32.3A; A32.3F
46126	Mueller, Arina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arina Mueller</p>	A32.3A; A32.3F
42692	mueller, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie mueller</p>	A32.3A; A32.3F
52722	Mueller, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Mueller</p>	
52468	Muench, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Muench</p>	A32.3A; A32.3F
54231	Muhlestein, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Muhlestein</p>	A32.3A; A32.3F
53848	Muhlestein, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Muhlestein</p>	A32.3A; A32.3F
51861	Muir-jones, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Muir-jones</p>	
50530	Mujic, Leila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leila Mujic</p>	A32.3A; A32.3F
50534	Mujic, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Mujic</p>	A32.3A; A32.3F
54098	Mulder, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Mulder</p>	A32.3A; A32.3F
41456	Mulhern, Julia	<p>Please do not use tax payer money to benefit two businesses. There are so many more effective solutions than a gondola. Please consider:</p> <p>-expanding the bus service,</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<ul style="list-style-type: none"> - building parking lots at the park and rides - adding avalanche sheds - making reservations required and checked before vehicles can enter the canyon -enforcing the traction law - adding a toll -adding a dedicated bus lane 	
43192	Mull, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Mull</p>	A32.3A; A32.3F
43125	Mullady, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Mullady</p>	A32.3A; A32.3F
44649	mullally, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Fiona mullally	
54783	Mullaly, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Mullaly</p>	A32.3A; A32.3F
41549	Mullaney, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Mullaney</p>	A32.3A; A32.3F
39765	Mullen, Daniel	I have been visiting Salt Lake City and the Canyons for many years now, and will be moving to SLC in May. The primary reason is access to wilderness and untouched recreational areas in the Canyons. Building a gondola in LCC would irreparably harm the Canyon and it's natural beauty. I do not want a gondola on Utah's roadless areas.	A32.29VV
39595	Mullen, Dennis	I feel the expense of the project does not warrant disrupting the environment for a seasonal pastime. Electric buses, aided by wires inlaid into roadway (USU's ASPIRE program), would be a better alternative.	A32.29VV
46679	Mullen, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Mullen</p>	A32.3A; A32.3F
48727	Mullen, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Mullen</p>	
49156	Mullen, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Mullen</p>	A32.3A; A32.3F
45731	Mulligan, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Mulligan</p>	A32.3A; A32.3F
49665	Mullin, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Mullin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40624	Mullin, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Mullin</p>	A32.3A; A32.3F
49931	Mullins, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Mullins</p>	A32.3A; A32.3F
50966	Mullins, McKinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinley Mullins</p>	A32.3A; A32.3F
45816	Mumin, Yusuf	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yusuf Mumin</p>	
45840	muner, Maisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maisy muner</p>	A32.3A; A32.3F
39380	Munger, Daniel	<p>Building gondola towers and infrastructure related to the gondola would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>Construction of the gondola would diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas protected under the 2001 Roadless Rule do not allow the building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas.</p> <p>We need to protect these areas rather than continue to build massive infrastructure projects in them. Do not build a gondola!!</p>	A32.3A
39281	Munier, Joseph	<p>I support Gondola A or B proposal. This will have less impact on the environment and more efficient.</p>	A32.29VV
46081	Muniz, Guilherme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Guilherme Muniz</p>	A32.3A; A32.3F
45014	Munn, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Munn</p>	
44565	Munoz, Joy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joy Munoz</p>	A32.3A; A32.3F
51126	munson, amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, amelia munson</p>	A32.3A; A32.3F
49295	Munson, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Munson</p>	A32.3A; A32.3F
50817	Munz, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Munz</p>	
41450	murata, Yukie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yukie murata</p>	A32.3A; A32.3F
51694	Murata-Long, Ren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ren Murata-Long</p>	A32.3A; A32.3F
52275	Murch, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Murch</p>	A32.3A; A32.3F
55117	Murchison, Edward	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edward Murchison</p>	
44679	Murdoch, Kelcey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelcey Murdoch</p>	A32.3A; A32.3F
49487	Murdoch, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Murdoch</p>	A32.3A; A32.3F
49138	Murdock, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caitlin Murdock</p>	
43448	Murdock, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Murdock</p>	A32.3A; A32.3F
55173	Murdock, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hillary Murdock</p>	A32.3A; A32.3F
55999	murdock, jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jade murdock</p>	A32.3A; A32.3F
53492	Murdock, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Murdock</p>	
48504	Murfey, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Murfey</p>	A32.3A; A32.3F
45074	Murlless, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Murlless</p>	A32.3A; A32.3F
55935	Murnin, Carole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carole Murnin</p>	A32.3A; A32.3F
52142	Murphy, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Murphy</p>	
55969	Murphy, Brannon	<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Brannon Murphy always has ideas. Have an excellent day.</p>	A32.3A; A32.3F
50862	Murphy, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Murphy</p>	A32.3A; A32.3F
49042	Murphy, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Murphy</p>	A32.3A; A32.3F
41992	Murphy, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Murphy</p>	
48234	Murphy, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Murphy</p>	A32.3A; A32.3F
53008	Murphy, Cristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristina Murphy</p>	A32.3A; A32.3F
41316	Murphy, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Evan Murphy</p>	
43275	Murphy, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Murphy</p>	A32.3A; A32.3F
55872	Murphy, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Murphy</p>	A32.3A; A32.3F
56291	Murphy, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Murphy</p>	A32.3A; A32.3F
50685	Murphy, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Murphy</p>	
53226	Murphy, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Murphy</p>	A32.3A; A32.3F
51047	Murphy, Leone	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leone Murphy</p>	A32.3A; A32.3F
40787	Murphy, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Murphy</p>	A32.3A; A32.3F
43143	Murphy, Marin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marin Murphy</p>	
54963	Murphy, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Murphy</p>	A32.3A; A32.3F
55915	Murphy, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Murphy</p>	A32.3A; A32.3F
51204	Murphy, Sasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sasha Murphy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54856	Murphy, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Murphy</p>	A32.3A; A32.3F
52885	Murphy, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Murphy</p>	A32.3A; A32.3F
46930	Murphy, Troy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Troy Murphy</p>	A32.3A; A32.3F
47234	Murray, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Murray</p>	
43831	murray, Cornelius	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cornelius murray</p>	A32.3A; A32.3F
54679	Murray, Daly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daly Murray</p>	A32.3A; A32.3F
48357	Murray, Emmet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmet Murray</p>	A32.3A; A32.3F
44232	Murray, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Murray</p>	
42165	Murray, Keeghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keeghan Murray</p>	A32.3A; A32.3F
43045	Murray, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Murray</p>	A32.3A; A32.3F
50315	Murray, Teesh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teesh Murray</p>	A32.3A; A32.3F
54177	Murray, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Murray</p>	
48403	Murrell, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brad Murrell</p>	A32.3A; A32.3F
40912	Murri, William	<p>The gondola decision is taxation and significant destruction of environment against the will of the common citizen. Relatively low usage for very high cost. This is a flawed logic to support a decision that benefits the rich at the cost of the working class.</p> <p>Why make such a significant decision without the direct vote of the tax payers who are the government? This is a legacy decision, leaving a legacy of financial commitment on us the common taxpayer. Please allow us to weigh the facts and make the decision. If not, our trust in UDOT and government will be seriously damaged. Thank you.</p>	A32.29VV
46033	Murrill, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Murrill</p>	A32.3A; A32.3F
49603	Musgrove, Lacie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thanks, Lacie Musgrove</p> <p>Regards, Lacie Musgrove</p>	
41380	Mussel, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the...</p> <p>PLEASE CONSIDER: - using the gondola to stop in backcountry areas for locals. -use the gondola year round for climbers up to loan peak and other popular climbing areas. - have the gondola spread out like in Europe so that it can be used for more than just resorts.</p> <p>We need public transportation, not just a means of transportation for the resorts.</p> <p>Regards, Catherine Mussel</p>	A32.3A; A32.3F
51630	Mustard, Reyna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reyna Mustard</p>	A32.3A; A32.3F
53660	Muzik, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brianna Muzik</p>	
49376	Muzzio, Troy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>PLEASEEEEE</p> <p>Regards, Troy Muzzio</p>	A32.3A; A32.3F
46818	Myer, Spence	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spence Myer</p>	A32.3A; A32.3F
47661	Myers, Aimee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimee Myers</p>	A32.3A; A32.3F
52887	myers, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison myers</p>	
49205	Myers, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Myers</p>	A32.3A; A32.3F
48356	Myers, Caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caden Myers</p>	A32.3A; A32.3F
48630	Myers, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Myers</p>	A32.3A; A32.3F
41172	Myers, Isaac	<p>I find UDOT's EIS process short sighted for not considering dramatic designed reduction or elimination in car transportation through the canyon. If you considered this in conjunction with a train or bus it would drastically make these projects cheaper than the gondola. Given that the most expensive aspects of the train and bus models are not the building of the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>infrastructure itself but sustaining the two-four lane roadway traffic at the consequence of construction cost. I do not understand why the maximum extent of automobile transportation has not been evaluated and the environmental concerns as it relates to the dramatic reduction or elimination of automobiles within the canyon. Zion National Park took a brave and unpopular stance that has solidified itself as the best national park in the USA. The Wasatch canyons can do the same thing if we are brave enough.</p>	
50037	Myers, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Myers</p>	A32.3A; A32.3F
46988	myers, Jim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jim myers</p>	A32.3A; A32.3F
52139	Myers, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Myers</p>	A32.3A; A32.3F
47375	Myers, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Myers</p>	
41225	Myers, Robert	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas, going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3F; A32.10G
46727	Myers, Sue	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sue Myers</p>	A32.3A; A32.3F
43057	Myres, Maiya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maiya Myres</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43139	n, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby n</p>	A32.3A; A32.3F
42615	N, G	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, G N</p>	A32.3A; A32.3F
51000	Naase, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Naase</p>	A32.3A; A32.3F
55408	Naccarato, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Naccarato</p>	
41732	Nadeau, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Nadeau</p>	A32.3A; A32.3F
45442	Nadel, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Nadel</p>	A32.3A; A32.3F
49765	Naden, Stefanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stefanie Naden</p>	A32.3A; A32.3F
45213	Nadison, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Nadison</p>	
46510	Naegle, Jenni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenni Naegle</p>	A32.3A; A32.3F
50313	nagata-brown, shei	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, shei nagata-brown</p>	A32.3A; A32.3F
54766	Nagdimunov, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Nagdimunov</p>	A32.3A; A32.3F
44435	Nagel, Conrad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conrad Nagel</p>	
41938	Nagel, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Nagel</p>	A32.3A; A32.3F
43528	Nagel, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Nagel</p>	A32.3A; A32.3F
45821	Nagle, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Joseph Nagle	
45636	Nagy, Darin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darin Nagy</p>	A32.3A; A32.3F
47931	Nagy, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Nagy</p>	A32.3A; A32.3F
49628	nagy, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie nagy</p>	A32.3A; A32.3F
45820	Nahalewski, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Nahalewski</p>	
44968	Naim, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Naim</p>	A32.3A; A32.3F
48380	Naioti, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Naioti</p>	A32.3A; A32.3F
46223	Najara, dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, dave Najara</p>	A32.3A; A32.3F
40219	Nakamura, Tammy	<p>Please NO!!!</p> <p>I don't support this kind of corporate welfare and neither should you.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55489	Nakashima, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Nakashima</p>	A32.3A; A32.3F
54765	Nalder, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Nalder</p>	A32.3A; A32.3F
41925	Nalen, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Nalen</p>	A32.3A; A32.3F
50514	Nally, Trevlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevlyn Nally</p>	
42731	Nalwasky, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Nalwasky</p>	A32.3A; A32.3F
41365	Nan, Xiaodan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xiaodan Nan</p>	A32.3A; A32.3F
41843	Nance, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Nance</p>	A32.3A; A32.3F
43525	Nanfito, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Nanfito</p>	
46485	Nanney, Kylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylan Nanney</p>	A32.3A; A32.3F
40448	Napier, Lee	<p>Mankind does not need access to all areas on this earth. Why not live by the simple standards of leave nothing behind. And that includes trespassing to set up equipment yo support a Gondola. Folks in Utah know whats good for them and what they don't want. Respect them and their land.</p>	A32.29VV
39670	Napper, Ian	<p>No to the gondola! Expand bus options and add a toll for cars!</p>	A32.29VV
39317	Nappi, Brian	<p>I imagine you have, but have you considered just building avalanche tunnels in the avalanche prone areas? Cheap, easy, quick. The snow just washes right over the roof down into the creek area. No environmental impact.</p>	A32.29VV
54279	naranjo, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton naranjo</p>	A32.3A; A32.3F
40607	Narasipura, Sandhya	<p>It's unfortunate that UDOT is spending so much resources on helping skiers for few snow days and private resorts instead of looking at everyday people who take hours to commute to work. Why is UDOT so concerned with few people who wants to spend their free time to ski?</p>	A32.29VV
48710	Nardozzi, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Nardozzi</p>	
50167	Nasi, Malena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malena Nasi</p>	A32.3A; A32.3F
50416	Nasioti, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Final, it seems there is a lot of misinformation about operation during avalanche mitigation. It's dangerous for a gondola to operate. This year's heavy avalanche activity shows us that building gondola towers right in avalanche zones can be catastrophic what will happen if a towers gets hit?</p> <p>How this will solve BCC problems? It seems it's going to make traffic worst there because of the cost to ride the gondola, the time it takes, closures and extreme traffic.</p> <p>This is really disappointing. You can't consider this option. Please listen to the people.</p> <p>Regards, Maria Nasioti</p>	A32.3A; A32.3F
43042	nasman, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer nasman</p>	
40363	Naso, Joseph	<p>2. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities The ski resorts should be the ones footing the bill for any improvement in traffic up the canyons, if they want more business, then let them pay for it and not us tax payers who would pay for it and then pay again at the time of using the gondola. a widening of the road for buses is way better and less of an impact on wild life and the eye-sore of a gondola.</p>	A32.29VV
40366	Naso, McKayla	<p>This seems to be all about expanding the amount of people to get up and down the canyons, which spells greed, not improvement. The ski resorts get plenty of business, are they truly wanting tax-payers to pay for it so they could benefit from it? do they honestly think they don't have enough business? All Utah tax payers should have to pay for something they may not want or ever use. come up with a more practical plan than tell the residents they have to pay for something they don't even want. Better yet, if the people who want the Gondola are willing to pay for it and could ride it free because they paid for it, then fine, let that happen, don't be unfair to others just because you want it.</p>	A32.29VV
50324	Nasser, Reede	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reede Nasser</p>	A32.3A; A32.3F
41768	Nate, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Nate</p>	A32.3A; A32.3F
53152	Nathan, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Nathan</p>	
45685	nations, brady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brady nations</p>	A32.3A; A32.3F
46751	naum, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve naum</p>	A32.3A; A32.3F
40378	Nauman, Bradley	<p>To whom it may concern,</p> <p>The billion dollar gondola fiasco must end, now. Why spend taxpayer money to benefit two ski resorts. Alta has told UDOT to reconsider the idea. The state has more important needs than a gondola; like The Great Salt Lake, air soil and water quality, and education. Stop chasing the frivolous gondola idea now!</p>	A32.29VV
50087	Navarrete, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Navarrete</p>	A32.3A; A32.3F
41323	Navarro, Alayna	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alayna Navarro</p>	
41534	Navarro, Angel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angel Navarro</p>	A32.3A; A32.3F
51751	Navarro, Arielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arielle Navarro</p>	A32.3A; A32.3F
40545	Navidomskis, Finn	<p>It is well known that the gondola is widely unpopular among local Utahns. Another example of a similar project, a widely unpopular gondola over a large recreation area is British Columbia's Sea To Sky gondola in Squamish. This gondola has been in the news several times since it's construction due to the ongoing opposition of it. In fact, the gondola cable has been intentionally cut twice already. Each time every car on the line plummeted to the ground and cost millions to repair and replace. Since the gondola is so unpopular, could this type of thing happen in Little Cottonwood Canyon? What measure, security and otherwise, will be taken to protect the gondola? It seems necessary that a public investment do this scale should be protected from anything that might damage it. But wouldn't it seem ironic to have to protect the gondola from the people it's meant to serve? I believe that the gondola shouldn't be built, since it is opposed by the majority of people it is meant to help.</p>	A32.29VV
40542	Navidomskis, Finn	<p>According to the Deseret News and Hinckley Institute of Politics, 80% of Utahns oppose the gondola construction in Little Cottonwood Canyon. Moreover, the local community of Cottonwood heights is outspoken in its rejection of the gondola. Yet, with such an overwhelming majority opposed to the gondola, the plans are still going forward. Why is this the case? Why is UDOT ignoring the opinion of its constituents? Especially the opinions of its most impacted community? I believe this is evidence of a deeper problem with our system. The needs and desires of the local population, the people directly funding and directly impacted by the decisions, are being overruled by private interest and lobby groups. This shouldn't be the case. This may sound crazy, but public transportation built by public funding should take into account the needs and desires of the public.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40535	Navidomskis, Finn	<p>The current Little Cottonwood Gondola plan passes through several Inventoried Roadless Areas. The gondola plan bypasses these restrictions because it's technically not a road. However this fails to consider the impacts of the construction of the gondola. The plan states that the 200+ foot gondola towers could be brought in by helicopter to avoid the need to build roads for construction. But prior to the towers being helicoptered in, there surely needs to be considerable excavation to build the ground anchors and foundations of the massive towers. This type of prep work cannot be done with a helicopter. To build these foundations, there will be excavators and cement trucks that need to access the tower site. This means roads. Perhaps not nicely paved or graveled roads, but clear, flat, and solid enough to drive a truck on- roads. This type of road is just as impactful to the wilderness as a formal road. The damage to the IRA of this gondola's construction will likely be more drastic than the damage of a normal road. I propose the Little Cottonwood's IRAs be expanded to IRGAs (Inventoried Roadless and Gondola-less Areas.) The gondola plan is misguided and short-sighted. No development plan that includes the LCC gondola should be considered further.</p>	A32.3G; A32.3H
40539	Navidomskis, Finn	<p>The watershed of Little Cottonwood canyon is vital for the local ecosystem and for the community downstream. There has always been an effort to protect and conserve this watershed including the banning of dogs and pets from the canyons. Salt Lake County published that the watershed cannot survive the construction of this gondola. Yet plans for this massive construction project move forward anyway. We've spent years protecting this vulnerable watershed, why throw it all away now? The construction of the gondola will cause irreparable damage to the ecosystem and everything that depends on it. Don't destroy it. Don't build the gondola.</p>	A32.29VV
40537	Navidomskis, Finn	<p>The goal of the gondola is to be a transportation solution for the estimated 25 days per year with high traffic. However there are 365 days in a year. The majority of the year there is no skiing, and absolutely no traffic problem. I read a study that said 77% of the canyon users are not going to the resorts at all. Ironically, this "transportation solution" only provides transportation to the resorts. There are no stops throughout the canyon at the various trailheads and outdoor recreation areas separate from the resorts. The gondola is therefore not a "transportation solution" for the majority of canyon users.</p> <p>Even more frustrating, is that these non-resort users will be bearing the brunt of the damages to the canyon. Since the resorts are at the top, the gondola's construction will mainly be in the lower and middle sections of the canyon. That is where the other recreation areas are within the canyon. All of the construction damages, gondola towers, destruction of recreational areas, and loss natural aesthetics will be affecting the 77% of canyon users that don't even benefit from the gondola.</p>	A32.29VV
40543	Navidomskis, Finn	<p>Udot recently announced the cutting of some bus routes and reduction in frequency on other routes that skiers use to access Little Cottonwood Canyon. It seems a bit fishy that this decision was made as Udot is recommending people use public transportation to the resorts and during the comment period of a highly controversial gondola.</p> <p>The official reason these services were reduced is due to a lack of drivers. However I am sure that Udot could hire more than enough drivers to service the canyon all winter for much less than 700 million dollars. If we are okay with such a huge price tag for the gondola, why can't we increase the wage of drivers enough to hire and keep new drivers? There is a cheaper and better solution than the gondola: a revamped and properly funded bus system.</p>	A32.29VV
40538	Navidomskis, Finn	<p>One of the largest unintended consequences of the gondola project is the damage to the climbing resources of little cottonwood canyon. Little Cottonwood canyon is a world famous climbing destination, largely due to its many high quality boulders. Due to the gondola's construction, many of these boulders would be damaged or destroyed. Though UDOT's EIS says the damage to the climbing resource would be minimal, I believe they are misunderstanding and dramatically underestimating the damage that will ensue. The Salt Lake Climbers Alliance estimated that 64 independent boulders would be damaged or destroyed resulting in the loss of 273 unique climbs. This would be a huge loss for the climbing community. These are one of a kind, completely unique boulders that can never be replicated and don't exist anywhere else in the world. This climbing resource is also a tourism attraction for the nearby communities. People come from all over the world to climb on these boulders. Climbing is a rapidly growing sport and industry. Each year, more and more climbers come to Little Cottonwood, and that number will only keep increasing.</p> <p>Due to climate change, the winters in Utah are only expected to become warmer and drier. This will result in shorter ski seasons with less impressive snowfall. One day, The Greatest Snow On Earth, will be gone. When the snow goes away, so will the tourism associated with it. This is not true for the climbing. Climbing will continue to grow as a sport and Little Cottonwood will only become more popular as a climbing destination. As the ski seasons get shorter, the climbing seasons get longer. Why would we sacrifice the boulders, a resource that we can never rebuild and one that will continue to provide recreation forever, to build a gondola that provides access to a resource that is in rapid decline? It is simply a bad investment.</p> <p>Still the boulders of Little Cottonwood Canyon are more than just a tourist attraction. They hold extra value for the locals of the Salt Lake Valley. Many of us have climbed them for years. Some of us learned to climb here, others moved here to climb. All of us love and cherish the boulders and the time we spend climbing them. It would truly be a tragedy to have these unique boulders that countless climbers know and love be destroyed for the profit of private companies.</p>	A32.29VV
40546	Navidomskis, Finn	<p>Dear Utah Department of Transportation,</p> <p>I am writing to express my concern regarding the proposed 1.4 billion dollar gondola project up Little Cottonwood Canyon. As outlined in the Environmental Impact Survey (EIS), this project poses a significant risk to the watershed and roadless wilderness areas.</p> <p>As a taxpayer, I am deeply troubled that my money would be used to fund a project that has the potential to damage such important natural resources. Furthermore, I am skeptical that the gondola will solve the traffic problems it aims to address.</p> <p>I urge you to consider the long-term consequences of this project and prioritize the protection of our environment. There are alternative solutions that can achieve the same goals without the negative impacts on the natural resources and wilderness areas.</p> <p>Please take into account the concerns raised by the public and carefully consider the potential effects of this project on the environment and the surrounding communities.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Thank you for your attention to this matter.</p> <p>Sincerely, Finn Navidomskis</p>	
40540	Navidomskis, Finn	<p>The gondola is not an effective public access solution firstly because it does not provide equal access to people in different social and economic standings. Riding the gondola requires transportation to the loading area. Most people will use their car to do so, but this isn't an option for everyone. For example a recent study shows Utah Latinos have about half the access to a personal automobile. How will these people to get to the gondola then? The bus? It wouldn't make sense for them to ride the bus to the canyon, just to get off the bus and pay to ride a gondola. They should just continue up the canyon on the bus. The gondola is therefore not an public transportation solution since many people will still be relying on the bus system.</p>	A32.29VV
40541	Navidomskis, Finn	<p>The gondola is not a valid solution to the traffic problem because it does not give access to the parts of the canyon most people go to, and it still requires transportation to the bottom of the canyon.</p> <p>77% of canyon users do not go to the resorts at the top. Instead, the majority of people are accessing the many hiking trailheads, bike trails climbing areas, and river recreation areas. The gondola does not provide access to any of these areas, and is therefore not a transportation solution to the majority of canyon users.</p> <p>Another reason the gondola does not solve the traffic problem is that it still requires everyone to drive to the bottom of the canyon. The EIS says that there won't be a reduction to cars driving to Snowbird and Alta. The same number of people will drive, but some additional people will take the gondola. Anyone who access the cottonwoods during a high traffic time knows the problem starts way before the canyon. Wasatch Boulevard is often backed up all the way to I-215. This would still be the case with the gondola solution. The problem will even be exacerbated by the additional people who are driving to LCC just to take the gondola. The gondola will do nothing to solve the traffic problem in the Cottonwoods</p>	A32.29VV
40536	Navidomskis, Finn	<p>The gondola is being advertised as a "traffic solution." However the EIS says that the gondola will not decrease traffic in the canyon. The effect of the gondola is only to increase the number of people who reach the resorts. It is therefore not a solution to the problem, and should not be advertised as such. This increase in people at the resorts only benefits the resort companies. Why would the people of Utah pay for the most expensive gondola in the world when it won't reduce traffic and will only increase profits to two private companies. Since the these companies are the only ones who benefit, they should be the ones to pay. Us Utahns have other uses for our tax dollars. Other roads to fix, schools to fund, and a real homelessness problem that needs more public funding. It would be irresponsible and unethical to spend so many tax dollars to make a couple private companies richer.</p>	A32.29VV
40544	Navidomskis, Finn	<p>11. The EIS says there won't be any impact to the watershed from the gondola construction project. However I find that hard to believe due to the scale of the project. Additionally, there are no precautions outlined in the EIS that will be taken during the construction of the project. Since such a large portion of the population of Utah is reliant on that watershed, it seems extremely risky to plan such a large construction project running the entire length of the drainage. How will the danger to the watershed be mitigated?</p>	A32.29VV
53712	navratil, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip navratil</p>	A32.3A; A32.3F
48144	Nawabi, Fatima	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Fatima Nawabi	
44980	Nay, Dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dillon Nay</p>	A32.3A; A32.3F
52918	Nay, Jayci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jayci Nay</p>	A32.3A; A32.3F
50269	Naylor, Adi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adi Naylor</p>	A32.3A; A32.3F
45034	Naylor, Aleana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleana Naylor</p>	
50847	Naylor, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Naylor</p>	A32.3A; A32.3F
56067	Naylor, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Naylor</p>	A32.3A; A32.3F
53282	Naylor, Kelsi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsi Naylor</p>	A32.3A; A32.3F
44846	Naylor, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Naylor</p>	
52304	Nazworth, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Nazworth</p>	A32.3A; A32.3F
47130	Nazzise, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Nazzise</p>	A32.3A; A32.3F
40729	Nebeker, Kinde	<p>When I first saw the computer simulation of the gondola towers, I felt sick to my stomach. My immediate thought was "those towers are ugly, intrusive and what about all that undisturbed land underneath them?"</p> <p>I understand that UDOT's interpretation of the 2001 Roadless Conservation Rule in relationship to the gondola project seeks to disregard the intention of RACR — to protect the scenic and natural beauty of roadless areas by limiting development and human activity — by taking the position that the gondola is not a road. I disagree. The gondola is a road in the sky, to get to Alta and Snowbird. It's a road that is expensive, exclusive, and very ugly.</p>	A32.3G
52437	Nebeker, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Nebeker</p>	
44960	necker, Coleman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coleman necker</p>	A32.3A; A32.3F
44165	Needham, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Needham</p>	A32.3A; A32.3F
54404	Neeley, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Neeley</p>	A32.3A; A32.3F
53049	Neems, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Neems</p>	
50401	Neff, Ashlinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlinn Neff</p>	A32.3A; A32.3F
43547	Neff, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Neff</p>	A32.3A; A32.3F
55487	Neff, Sky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sky Neff</p>	A32.3A; A32.3F
39314	Neff, Ted	<p>I've been up and down Little Cottonwood Canyon hundreds of times over the past several decades - not for skiing, but for a little hiking and mostly just to enjoy the Canyon and have a good time with friends and family. I'm concerned with the limited space to widen the road and it's impact on the road and landscape. Although a gondola will have some impact on the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>landscape, I believe it to be not only safer, but will to add the scenic pleasure of the Canyon.</p> <p>I vote for a gondola.</p>	
47220	Neil, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Neil</p>	A32.3A; A32.3F
47287	Neill, Jerrilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jerrilee Neill</p>	A32.3A; A32.3F
53656	Neilson, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Neilson</p>	A32.3A; A32.3F
49358	neilson, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden neilson</p>	
44518	Neis, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Neis</p>	A32.3A; A32.3F
49405	nekvinda, aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aubrey nekvinda</p>	A32.3A; A32.3F
44128	Nell, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Nell</p>	A32.3A; A32.3F
51812	nell, anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, anna nell</p>	
52363	Nelsen, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Nelsen</p>	A32.3A; A32.3F
52394	Nelsen, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Nelsen</p>	A32.3A; A32.3F
51709	Nelsen, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Nelsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53296	Nelson, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Nelson</p>	A32.3A; A32.3F
46497	Nelson, Brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenda Nelson</p>	A32.3A; A32.3F
48203	Nelson, Britton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. I personally do not ski or snowboard, and would like the see my tax dollars go to something more beneficial to the entire population of Utah. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britton Nelson</p>	A32.3A; A32.3F
45055	Nelson, Brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brody Nelson</p>	
43647	Nelson, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Nelson</p>	A32.3A; A32.3F
45234	Nelson, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Nelson</p>	A32.3A; A32.3F
43565	Nelson, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Nelson</p>	A32.3A; A32.3F
54820	Nelson, Cathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cathy Nelson</p>	
41837	Nelson, Chase	<p>I am concerned on many fronts. First being that the way avalanche control is mitigated in LCC is primarily by mobile and fixed artillery and mortar systems. These mortar and artillery platforms will be sending explosive rounds above the gondola in the case of Mt Superior. Also rounds will be shot from the road on the mobile UDOT mortar platforms which will be below the Gondola. How is this risk mitigated in the case of a short round or accident? As short/over rounds do occur by accident what is UDOTs plan for the gondola and using artillery/mortar systems safely with passengers in a gondola?</p> <p>Next:</p> <ol style="list-style-type: none"> 1. Inventoried Roadless Areas act as a buffer for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within the Roadless Areas. 2. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. 3 3. The construction of towers in the canyon will cause irreputable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Research shows that wire rope systems are not infallible and there will come a time when evacuation will be required. 4. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Electric buses are a proven technology, came to Utah 5 years ago (YouTube video) and traveled to the all the major ski resorts in Utah. Last year the 3rd generation technology bus demonstrated its ability to navigate all the major resorts in. the Wasatch Front. UDOT is presenting data on a "worst case scenario" (which will make the bus option look bad). Why won't UDOT generate a "best case scenario" using currently available proven electric bus technology? 5. The scenic nature of LCC will be forever destroyed by 22 towers averaging 200', 5 of which will have flashing lights on top per FCC & FAA requirements. That is almost 3 towers every mile. They will dominate the landscape being visible to visitors even when the highway is out of sight. Given their close proximity the towers will be visible from within designated Wilderness Areas, 200' towers, regardless of color, blend into nothing. This is a designated Utah State Scenic Byway and is visited because of its unique beauty. 6. Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of 	A32.3A; A32.3F; A32.3I; A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>7. With an angle station ¼ from the Tanner Flat Camp Ground noise from the transfer station (drive motors, decoupling & reconnecting procedures) will be new noise pollution introduced into the camping environment additional to that which might be currently experienced . Camping and picnicking will be negatively impacted.</p> <p>8. UDOT fails to note significant impacts on USFS land, omitting the impacts of construction, paving, and new road construction on federal land in inventoried roadless areas, including an EPA superfund site. Given these errors and omissions in the UDOT NEPA process, I urge the USFS to conduct its own EIS and issue its own ROD to accurately represent and prevent these impacts to federal land and inventoried roadless areas. The USFS ROD needs to recommend against a gondola constructed in Little Cottonwood Canyon.</p> <p>9. Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>10. As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	
54868	Nelson, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. There would need to be access (ie: roads) to both build and access the gondola for maintenance or emergency.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The majority has been against the gondola for every open comment. Having more comment periods only suggests that the majority is being ignored. Just because UDOT and the ski resorts don't like the answer, doesn't mean let's ask again. No means NO. Respect the voices, the people, and Little Cottonwood Canyon.</p> <p>Regards, Courtney Nelson</p>	A32.3H A32.3A; A32.3F
51874	Nelson, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Nelson</p>	
48551	Nelson, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Nelson</p>	A32.3A; A32.3F
42163	Nelson, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Nelson</p>	A32.3A; A32.3F
45944	Nelson, Iva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Iva Nelson</p>	A32.3A; A32.3F
44663	Nelson, Jeremy	<p>To whom it may concern,</p> <p>As a lifelong Utah resident I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Nelson</p>	
42298	Nelson, Jim	<p>Upon hearing and further researching the proposed plans, I am in direct opposition to this, as to how I believe the structures will affect the roadless areas. I learned that Twin Peaks and Loan Peak are two of the roadless areas that would be most affected, and threatening the integrity of them would also threaten so many other benefits that come as a result of their presence, including the quality of water. After assessing the entire plan, the massive investment does not seem to have a promised benefit that will outweigh these, among a multitude of other factors.</p>	A32.3F
48763	Nelson, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Nelson</p>	A32.3A; A32.3F
48206	Nelson, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Nelson</p>	A32.3A; A32.3F
43429	Nelson, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Nelson</p>	
46999	Nelson, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli Nelson</p>	A32.3A; A32.3F
41218	Nelson, Kenyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenyon Nelson</p>	A32.3A; A32.3F
41315	Nelson, Kohlton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kohlton Nelson</p>	A32.3A; A32.3F
52679	Nelson, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area. These areas are important and scenic to Utahns everywhere.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Utahns and visitors deserve to experience nature. We own this to future generations.</p> <p>Regards, Kylee Nelson</p>	
54672	Nelson, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Nelson</p>	A32.3A; A32.3F
48810	Nelson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Nelson</p>	A32.3A; A32.3F
44277	Nelson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Nelson</p>	
46535	Nelson, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Nelson</p>	A32.3A; A32.3F
41181	Nelson, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Nelson</p>	A32.3A; A32.3F
51110	Nelson, Lysie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lysie Nelson</p>	A32.3A; A32.3F
41857	Nelson, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Canyon conservation needs to be a top priority for Utah and it begins with not allowing the gondola construction to begin.</p> <p>Regards, Madeline Nelson</p>	
50494	Nelson, Marlena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marlena Nelson</p>	A32.3A; A32.3F
41773	Nelson, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Nelson</p>	A32.3A; A32.3F
50249	Nelson, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Nelson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45391	Nelson, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Nelson</p>	A32.3A; A32.3F
42414	Nelson, Nathan	<p>subject: Public Comment on UDOT's Proposed Gondola in Little Cottonwood Canyon To: Utah Department of Transportation (UDOT) Dear Sir/Madam,</p> <p>I am writing to express my opposition to UDOT's proposal to construct a gondola through the scenic Little Cottonwood Canyon, which includes three Identified Roadless Areas (IRAs). I believe this project constitutes a significant violation of the Congressional Roadless Areas Conservation Act of 2001, adopted by the US Forest Service (USFS) as the Roadless Area Conservation Rule (RACR) of 2001 and 2005. Title 23 U.S. Code § 101 Definitions and declarations of policy: Section (a) (11) Highway, part (B) defines a "Highway" as a "right-of-way." U.S. Title 49 Subtitle B/Chapter III/Subchapter B/Part 390/Subpart A/ § 390.5T Definitions: "Highway means any road, street, or way, whether on public or private property, open to public travel." The proposed gondola is clearly a "right-of-way" and a "way" and therefore is a highway under Title 23 and under Title 49. A "Highway" is synonymous with a "public road" per the Federal Motor Carrier Safety Administration's directive: FMCSA-RG-390.5T-Q026, issued 4 April 1997. As a highway or public road, the gondola itself falls under the Congressional Roadless Areas Conservation Act of 2001, adopted by the US Forest Service (USFS) as the RACR Rule of 2001 and 2005. Given these definitions, it is clear that the proposed gondola is a "right-of-way" and a "way" and therefore a highway under both Title 23 and Title 49. As a highway or public road, the gondola is subject to the Congressional Roadless Areas Conservation Act of 2001 and the RACR Rule of 2001 and 2005. UDOT has acknowledged the validity of the three IRAs in Little Cottonwood Canyon by not challenging their designation in the State of Utah's petition filed in 2019 in response to the 2005 Rule (RACR). These IRAs, identified administratively by the Forest Service (FS), must be managed according to roadless rules, which limit timber harvesting and road building. UDOT's final environmental impact statement (FEIS) does not assess the gondola itself as a new 8-mile-long highway crossing all three IRAs in Little Cottonwood Canyon. This omission and error in the NEPA process and the initial FEIS, along with the supplementary report on RACR-related impacts, necessitate further evaluation by the US Forest Service. The USFS should conduct its own accurate assessment of the impacts of the gondola across all three IRAs in Little Cottonwood Canyon, as well as its effects on adjacent National Wilderness Areas with regard to visual and noise pollution. The assessment the Forest Service is alleged to have performed as a partner with UDOT on UDOT's EIS is legally and fundamentally deficient. I believe the USFS is required to execute its own environmental impact statement (EIS) and issue its own Record of Decision (ROD), adhering to Federal definitions of highways, public roads, and the 2001 Roadless Area Conservation Rule and Act. With the above noted impossibility of pursuing a gondola project through the canyon, I strongly urge UDOT to stop wasting taxpayer money and public resources on this ill-advised boondoggle, regardless of the private interests that request otherwise (i.e. Gondola Works). The public is against the project for what feels like innumerable reasons and as an extension of the public voice, our Utah Department of Transportation should drop the proposed gondola project and seek alternative solutions that prioritize the preservation of Little Cottonwood Canyon from new roads and unnecessary and destructive construction projects. Sincerely, Nathan Nelson Utah Resident</p>	A32.3I; A32.3F; A32.3G
49779	Nelson, Nic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nic Nelson</p>	A32.3A; A32.3F
42267	Nelson, Patrick	Good afternoon, Josh:	A32.3A; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Attached please find Salt Lake City's comments concerning the Little Cottonwood Canyon Final Environmental Impact Statement (LCC FEIS) Supplemental Reports.</p> <p>Thank you for the continued partnership and coordination.</p> <p>Best, Patrick</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3</i></p>	
55940	Nelson, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Nelson</p>	A32.3A; A32.3F
47782	Nelson, RJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, RJ Nelson</p>	A32.3A; A32.3F
44712	Nelson, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Nelson</p>	A32.3A; A32.3F
46486	Nelson, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Nelson</p>	
54806	Nelson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Nelson</p>	A32.3A; A32.3F
41560	Nelson, Scott	<p>I am aware there is a lot of local opposition to the LCC gondola ski area access. However, as a out of state skier who has been to the Salt Lake City area 3 times this past winter it is painfully obvious that an access solution other than the road need to be constructed in Little Cottonwood Canyon. The snow conditions this past spring should remind locals that alternative transportation is needed when the canyon is closed for multiple days in a row due to avalanche danger on the highway. While visiting the area this winter I was repeatedly unable to access the ski area I planned to visit that day due to road closures.</p>	A32.29VV
54730	Nelson, Shad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shad Nelson</p>	A32.3A; A32.3F
44141	Nelson, Sheradyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheradyn Nelson</p>	
39984	Nelson, Shirley	As a tax paying citizen of SLC I am adamantly opposed to the construction of the Gondola on moral grounds. It is unfair that low income Utahns should shoulder the burden of an amenity that will benefit primarily the wealthy. No. Do not build it!	A32.29VV
49583	Nelson, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Nelson</p>	A32.3A; A32.3F
48999	Nelson, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Nelson</p>	A32.3A; A32.3F
43449	Nelson, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Nelson</p>	A32.3A; A32.3F
54090	Nemelka, Braydon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braydon Nemelka</p>	
44791	Nerey, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Nerey</p>	A32.3A; A32.3F
51334	Nerup, Shelline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelline Nerup</p>	A32.3A; A32.3F
52108	Nester, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Erin Nester	
41514	Nethercut-Wells, Caldonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caldonia Nethercut-Wells</p>	A32.3A; A32.3F
42038	Neubauer, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Neubauer</p>	A32.3A; A32.3F
44563	Neubauer, Tina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tina Neubauer</p>	A32.3A; A32.3F
54940	Neumann, Debbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debbie Neumann</p>	
39310	Neumann, Itay	<p>Listen to the words that came out of your mouth on the youtube videos you shared: The road is closed on average of 56 hours (!) a year, and that justifies billions in a project none of the residents are interested in? Furthermore, every time the road is closed, LCC is in interlodge, what benefit would that bring? I am appalled that despite so much public rejection, you are moving on with this dire project. The power of the government emanates from it's constituents agreement to be governed. None of us agree to build a gondola in LCC, what gives you the permission to decide we are wrong and to it despite the disapproval?</p>	A32.29VV
50808	neves, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle neves</p>	A32.3A; A32.3F
54438	Newberry, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Newberry</p>	A32.3A; A32.3F
42884	Newbold, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Newbold</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49305	Newbold, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Newbold</p>	A32.3A; A32.3F
41230	Newby, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Newby</p>	A32.3A; A32.3F
55631	Newell, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Newell</p>	A32.3A; A32.3F
51442	Newell, Brennen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennen Newell</p>	
50648	newhart, danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, danielle newhart</p>	A32.3A; A32.3F
51191	Newhouse, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Newhouse</p>	A32.3A; A32.3F
43800	Newman, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Newman</p>	A32.3A; A32.3F
52403	Newman, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Newman</p>	
44821	Newman, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Newman</p>	A32.3A; A32.3F
41604	Newman, Rebekah	<p>No gondola! There should be no construction, maintenance, and access roads in our Roadless Areas. The gondola would obliterate the wilderness protected in the roadless areas.</p>	A32.29VV
44656	Newman, Savanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savanna Newman</p>	A32.3A; A32.3F
52624	Newsome, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Newsome</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53485	Newsome, Stafford	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stafford Newsome</p>	A32.3A; A32.3F
54357	Newton, Cindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy Newton</p>	A32.3A; A32.3F
56181	Newton, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Newton</p>	A32.3A; A32.3F
53685	Newton, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Newton</p>	
50463	Newton, Quinton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinton Newton</p>	A32.3A; A32.3F
39564	newton, rick	<p>I support the gondola proposal for little cottonwood canyon. I believe it would be the best option to assist in getting people up and down the canyon, especially on those days of snow when demand is extremely high.</p>	A32.29VV
43638	Ngo, Hanh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanh Ngo</p>	A32.3A; A32.3F
42666	Nguyen, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Nguyen</p>	A32.3A; A32.3F
52588	Nguyen, Christy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christy Nguyen</p>	
49579	Nguyen, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Nguyen</p>	A32.3A; A32.3F
55911	Nguyen, Felicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Felicia Nguyen</p>	A32.3A; A32.3F
54238	Nguyen, I	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, I Nguyen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56278	Nguyen, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Nguyen</p>	A32.3A; A32.3F
53673	Nguyen, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Nguyen</p>	A32.3A; A32.3F
48679	Nguyen, Mindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mindy Nguyen</p>	A32.3A; A32.3F
53391	Nguyen, Quinna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinna Nguyen</p>	
50367	Nguyen, Tammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammy Nguyen</p>	A32.3A; A32.3F
48437	Nguyen, Vinny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vinny Nguyen</p>	A32.3A; A32.3F
50531	Nibley, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Nibley</p>	A32.3A; A32.3F
46441	nicely, Isaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaiah nicely</p>	
39419	Nichol, Kevin	<p>It was very helpful to look at the project from a different perspective, i.e. the RACR impacts. However, it only confirmed and strengthened the concept that the gondola has the lowest impact on the broadest set of environmental areas of all of the alternatives. The ONLY area where the gondola has a higher environmental impact is on the viewshed (and I still contend that the enhanced bus with widening for bus lanes would completely change the view and character of the drive). The gondola is also the ONLY alternative that meets the long-term purpose and need and is the ONLY option that could continue to operate while avalanches are being cleared from the roadway, as we have seen often this year. As such, the gondola is rightly identified as the preferred alternative in the EIS. It should be implemented, despite vocal opposition by a minority of canyon users.</p>	A32.29VV
53289	Nicholas, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Nicholas</p>	A32.3A; A32.3F
43146	Nicholas, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Nicholas</p>	A32.3A; A32.3F
50070	Nicholls, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Katie Nicholls</p>	
55679	Nicholls, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon, including limiting non-resident travel to be carpool-only and expanding bus options. Passenger rail could also represent an effective alternative to current transportation options. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule, which was designed to protect pristine natural areas from human development.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling, or restrictions so non residents of LCC traveling in winter May only travel up the canyon carpooling with 3+ passengers on peak days), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Nicholls</p>	A32.3A; A32.3F
43434	Nichols, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy Nichols</p>	A32.3A; A32.3F
47358	Nichols, Annika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annika Nichols</p>	A32.3A; A32.3F
52560	Nichols, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Nichols</p>	
39625	Nichols, Jonathon	<p>Along with the majority of Utahns, I am firmly opposed to the gondola and I implore UDOT to consider other alternatives to mitigate traffic in the canyon. The gondola will destroy many climbing resources and will destroy the natural beauty of the canyon that many users, not just skiers and snowboarders, enjoy year round. This amounts to a handout to two private organizations that are the root cause of these traffic issues, that only occur a handful of times per year.</p>	A32.29VV
40991	Nichols, Kirk	<p>Thank you for this opportunity to comment on the inadequacies of the LCC-EIS, Roadless Rule:</p> <p>Inventoried Roadless Areas (IRA) Little Cottonwood Canyon – Environmental Impact Statement (LCC-EIS)</p> <p>The main purpose of the law creating Inventoried Roadless Areas is that the roadless areas be free of timber cutting and free of the mechanization of roads. Roads are rationally interpreted to include cars on cables. Neither the towers, nor the cables with cable-cars are permitted in an inventoried roadless area any more than chairlifts are permitted in a Wilderness Area. The Forest Plan for the Uinta/Wasatch/Cache National Forest has been deliberated for decades and since 2001 has included the IRAs in Little Cottonwood Canyon. Altering the IRAs in the Forest Plan makes a mockery of the decades of planning. The better Forest Service minds, without the pressure and duress of the Utah Legislature through U-DOT, created the IRAs through a deliberative process. The IRAs were meant to be permanent and not just a temporary designation holding the forest for some future road, timber sale, or cable cars and towers at the whim of the legislature and U-DOT.</p> <p>The Little Cottonwood Environmental Impact Statement (LCC-EIS) is flawed not only in failing to study the Inventoried Roadless Areas, but also in failing to:</p> <ol style="list-style-type: none"> 1. Write the actual purpose statement of the road which is to deliver more people to the forest. 2. Failed to create a study area that is large enough to capture the problem of congestion which starts well outside the narrow study area of only the SR-210 highway. 3. Failed to study the latent demand already existing in the valley that will overwhelm any system that does not include limits, reservations, and metered entry. 4. The LCC-EIS failed to study the environmental impacts of all the people once they step or ski off SR-210. 5. The LCC-EIS failed to study connected, cumulative, and similar impacts and actions with a Programmatic – EIS before initiating the LCC project EIS. The entire Wasatch Front and Back require a connected and cumulative, Programmatic EIS. 6. Failed to study the increase in congestion that their solution of large parking lots within the congested area will exacerbate. 7. Because of these failures to study required issues, the LCC-EIS failed to create alternative solutions to the congestion in Little Cottonwood Canyon as required by NEPA. <p>This supplemental study of the Roadless Rule is just the start of the supplemental studies required for an adequate EIS of the traffic congestion in the central Wasatch Mountains.</p> <p>Kirk Nichols Central Wasatch Commission Stakeholders Council member Big Cottonwood Community Council member President and Watermaster of the Evergreen HOA, Brighton, Utah Associate Professor, University of Utah</p>	A32.3A; A32.3F; A32.3G
40958	Nichols, Martin	<p>-The purpose of the 2001 and 2005 Roadless Area Rulings (RACR) is to protect the two National Wilderness Areas that parallel the proposed gondola site. The USFS needs to do its own environmental assessment to verify compliance by UDOT. To consider a local waiver without such assessment or to ignore the RACR is illegal and irresponsible. The USFS needs to avoid any further litigation related to its compliance with the RACR.</p> <p>- Construction of the proposed gondola would have a material negative impact on the wildlife, views, clean water and public recreational benefits in the Roadless Areas protected by the RACR. The towers would be an eyesore and create noise pollution (noise pollution will double according to UDOT's FEIS) along almost the entire Roadless Area corridor.</p>	A32.3A; A32.3F; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>- The UDOT environmental assessment is dated and incomplete:</p> <p>(i) It does not account for the next generation of proven electric buses, and instead assumes that diesel buses would be utilized in future transport alternatives.</p> <p>(ii) It does not include the impact of the gondola construction plans to potentially excavate an EPA superfund site that may be contaminated with lead and arsenic.</p>	
44899	Nichols, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Nichols</p>	A32.3A; A32.3F
55587	Nicholson, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Nicholson</p>	A32.3A; A32.3F
41575	Nicholson, Jake	<p>Dear UDOT,</p> <p>Did you know that SR-210 is a designated Utah Scenic Byway?</p> <p>Towers would forever destroy this beautiful example of a glacially carved "U" shaped valley.</p> <p>Please do not disturb in any way the protected inventoried roadless areas. These areas, ie: Lone Peak, Twin Peaks, and Whitepine, have been preserved for just this kind of scenario. To keep them undisturbed!</p> <p>Lastly, please consider a fleet of canyon going electric busses as an alternative to a diesel fuel study. We're looking towards the future and I don't see the diesel busses being a sensible solution.</p> <p>Thank you for your time.</p> <p>Jake</p>	A32.10G
42220	Nicholson, Kathleen	<p>UDOT,</p> <p>I'm writing in opposition to proposed gondola for Little Cottonwood Canyon.</p> <p>I don't agree with installing the proposed gondola in the canyon at all. As a long time resident of LCC in and near the canyon, I can't conceive putting towers which would require</p>	A32.3H; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>maintenance and access roads through or into the inventory roadless areas. This proposed gondola installation would have a significant negative impact to our precious clean water, wildlife, and enjoyment for generations to come. The gondola would forever destroy our beautiful , pristine, U-shaped Little Cottonwood Canyon.</p> <p>There are other alternatives. Please reconsider reallocating the funds for an air quality study for diesel buses, which only pollute and are not the way of the future. Why not try electric buses ?</p> <p>I beg you not to destroy this gift of nature that is loved by so many for benefit of a few ski resorts and land developers.</p> <p>Kathleen Nicholson</p> <p>In my opinion, money would be better spent on electric buses and not a feasibility study done on air quality for outdated, polluting diesel buses.</p>	
55559	Nicholson, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen Nicholson</p>	A32.3A; A32.3F
53894	Nicholson, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Nicholson</p>	A32.3A; A32.3F
41741	Nicholson, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Paul Nicholson	
39847	Nicholson, Rosemary	As a frequent LCC user I think the gondola is wreckless. It is not going to adequately solve the transportation problems and will create an eyesore as well as major disruption to native habitat and animals. I think further environmental evaluation should be done as well as research on the gondola and how it will solve traffic issues in inclement weather and high wind. I also think a socio economic review of how it will impact lower income, POC, and marginalized people in SLC as it seems to only serve the ski resorts which are financially inaccessible to many.	A32.29VV
47261	Nicholson, Rosemary	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rosemary Nicholson	A32.3A; A32.3F
48342	nickel, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex nickel	A32.3A; A32.3F
46130	nickel, Jake	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jake nickel	A32.3A; A32.3F
40103	Nickman, Steve	Please NO GONDOLA!	A32.29VV
56140	Nickman, Zachary	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Nickman</p>	
48132	Nicknair, Kendal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendal Nicknair</p>	A32.3A; A32.3F
45450	Nicole, Stephi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephi Nicole</p>	A32.3A; A32.3F
43975	Nicoloff, Julianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Julianna Nicoloff	
55658	Nicolopoulos, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Nicolopoulos</p>	A32.3A; A32.3F
51963	Nicponski, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Nicponski</p>	A32.3A; A32.3F
40130	Niederauer, Stefan	Looking through the additional info, it is apparent that UDOT does not make objective assessments when comparing different transportation solutions in LCC. Rating the visual impact of the proposed Gondola solution equivalent to that of bus alternatives is intellectually dishonest, which is highly evident when examining the mitigation of impact to visual resources (section 6.5) that overwhelmingly addresses concerns with a Gondola-based solution. The methodology imposed by UDOT for the analysis is far from data-driven and highly subjective in nature, allowing for bias skewing of results that confirm UDOT's previous decision to recommend the Gondola. Overall, I have lost my confidence that UDOT objectively analyzes alternative solutions in this process or has any care for public opinion. Please do not destroy the beauty of LCC by implementing the Gondola.	A32.3I
42762	Nield, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Nield</p>	A32.3A; A32.3F
51319	Nield, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Nield</p>	
56351	Nielsen, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Nielsen</p>	A32.3A; A32.3F
48258	Nielsen, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Nielsen</p>	A32.3A; A32.3F
46978	Nielsen, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Callie Nielsen	
44790	Nielsen, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Nielsen</p>	A32.3A; A32.3F
54988	Nielsen, Davis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Davis Nielsen</p>	A32.3A; A32.3F
40094	NIELSEN, DELENA	HEY LISTEN UDOT. You cant mess with the roadless areas or that national forest areas. Those are protected for a reason. Thats a super slippery slope making adjustments or acceptions here or there. Preservation of our watershed is number 1. That means not developing unstable terrain which all of that is. I would rather not have more mud slides from human incompetence. Thank you and have a lovely day. Delena	A32.3A
44704	Nielsen, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Nielsen</p>	A32.3A; A32.3F
56098	Nielsen, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Nielsen</p>	
39413	Nielsen, Jonathan	<p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Roadless Rule boundaries must be upheld over building gondola towers.</p>	A32.3A; A32.3G
49120	Nielsen, Jourdan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jourdan Nielsen</p>	A32.3A; A32.3F
51625	Nielsen, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Nielsen</p>	A32.3A; A32.3F
43654	Nielsen, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Nielsen</p>	
55290	Nielsen, Makayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makayla Nielsen</p>	A32.3A; A32.3F
51531	nielsen, Makenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenzie nielsen</p>	A32.3A; A32.3F
46651	Nielsen, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Nielsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50458	Nielsen, Michael	<p>To whom it may concern,</p> <p>Below is a generic email opposing the project of adding a gondola in little cottonwood canyon. I fully agree with it but wanted to add a personal message. My biggest issue is the funding for the project. It will purely help two private ski resorts, and cost upwards of 1 billion dollars last I heard. It is unfair to put this large of a tax burden on the people of the state when the vast majority of them do not use the canyon. In my view that is a huge and disgraceful miss-use of OUR money. If the people want it, let the people who use it pay for it. If it will help the ski resorts, let them come together to pay for it. If this is built with tax payer dollars, I do not personally know one person who will not oppose anyone in a publicly held office next them they're up for election.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Nielsen</p>	A32.3A; A32.3F
45623	Nielsen, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few- myself not often included.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for your consideration and time in reading this message.</p> <p>Sara Nielsen Life-long resident of SLC</p> <p>Regards, Sara Nielsen</p>	A32.3A; A32.3F
50798	Nielsen, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Nielsen</p>	
43713	Nielsen, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zack Nielsen</p>	A32.3A; A32.3F
45703	Nielsen, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Nielson</p>	A32.3A; A32.3F
46234	Nielsen, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Nielson</p>	A32.3A; A32.3F
44173	Nielsen, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Nielson</p>	
48413	Nielson, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Nielson</p>	A32.3A; A32.3F
52651	Nielson, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Nielson</p>	A32.3A; A32.3F
44378	Nielson, Lola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lola Nielson</p>	A32.3A; A32.3F
46254	Nielson, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Nielson</p>	
43868	Nielson, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter Nielson</p>	A32.3A; A32.3F
50489	Nielson, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Nielson</p>	A32.3A; A32.3F
50803	Nielson, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Samuel Nielson	
55032	Nielson, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Nielson</p>	A32.3A; A32.3F
40654	Niemeyer, Zach	I strongly oppose the gondola being built in little cottonwood canyon. Building the gondola would require the use of heavy machinery in roadless areas. Maintaining these permanent structures would further require access roads and trails that would reduce the beauty of the canyon. This does not comply with the goals of conserving roadless areas in the national forest. Again, I strongly oppose building a gondola in little cottonwood canyon.	A32.3H
51239	Nietch, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Nietch</p>	A32.3A; A32.3F
49606	Nieto, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Nieto</p>	A32.3A; A32.3F
48007	Nieva, Daniela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniela Nieva</p>	
42714	Nieves, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Nieves</p>	A32.3A; A32.3F
54592	Nightingale, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Nightingale</p>	A32.3A; A32.3F
46957	Nightingale, Martie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martie Nightingale</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42713	Nightingale, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Nightingale</p>	A32.3A; A32.3F
53762	Nilsen, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Nilsen</p>	A32.3A; A32.3F
41448	NILSEN, Jeff	<p>I moved to Utah in 1975 and have been living [REDACTED] for just over 24 years near [REDACTED]. I ski and average of 75-80 times a year (over 110 this year), 99% of which is in LCC. I have been up and down that canyon thousands of times. In the last 5 years the traffic has become impossible and UDOT has finally decided that something needs to be done. Although the Mayor of Sandy City says that 80% (absolute exaggeration) of the residents of Sandy oppose the gondola, I do not know of a single neighbor of mine that is opposed to it, although a few do not care either way, the rest are in favor of it. I see many mention corporate greed but the LCC ski resorts stand to gain nothing in terms of revenue and could care less if the gondola is the ultimate choice. They have been experiencing record profits for the last 4-5 years and the gondola won't change their revenue at all. UDOT never has and never will operate as a profit center. It cost \$220 million to build a 6 mile light-rail to the airport and I have never used it as I have not been to the airport since it was built, but many people do use it as it is very affordable. It's considered progress, much like the idea of building a gondola up LCC for the greater good. It is about time. I welcome it and so do many of the locals and tourists that frequent the canyon.</p>	A32.29VV
49750	nilson, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zack nilson</p>	A32.3A; A32.3F
43842	Nilsson, Bianca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bianca Nilsson</p>	
43900	Nilsson, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Nilsson</p>	A32.3A; A32.3F
53616	Nilsson, Rilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rilee Nilsson</p>	A32.3A; A32.3F
44642	Nilsson, Rylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rylee Nilsson</p>	
42218	Nipkow, Colleen	<p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. I am in favor of year-round, enhanced bus service that stops at multiple trailheads and the resorts.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, damage backcountry skiing and hiking in Little Cottonwood Canyon, and destroy popular rock climbing areas.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, including year-round enhanced bus service with stops at multiple locations (bring back the bus from Ft Union Blvd) and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at both ski resorts.</p> <p>Thank you.</p>	A32.3A; A32.3F
50192	Nipkow, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Nipkow</p>	A32.3A; A32.3F
39495	Nischalke, Mark	<p>No to gondola. I believe a gondola would permanently denigrate the majestic scenery of the mountains and canyon for little gain. I believe there are less invasive and lower cost methods to control traffic, such as, tolls or limit hours of travel for private vehicles, and incentivize use of public transportation. The resorts in LCC should also be actively engaged in promoting alternative transportation.</p>	A32.29VV
42981	Nisley, David	<p>To whom it may concern,</p> <p>The proposed gondola project in Little Cottonwood Canyon is classist, greedy, short-sighted, and absolutely awful for the environment and people who truly love the Utah lands. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Nisley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50504	Nissanka, Kavinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kavinda Nissanka</p>	A32.3A; A32.3F
47290	Nissen, Halle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halle Nissen</p>	A32.3A; A32.3F
51450	Nissen, Silas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Silas Nissen</p>	A32.3A; A32.3F
53242	Nissenbaum, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jennifer Nissenbaum	
41288	Nistler, Justin	Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. It is also incredibly frustrating that the gondola would serve two private ski resorts using tax payer money while not providing any access to other public recreation areas.	A32.3A; A32.3F
41066	Nitchman, Lee	After looking at the EIS air quality supplemental report, the assumption of adding 14yr old diesel busses to the air shed of SL County is flawed. The air pollution impacts need to be assessed across SL Co. as additional busses added to UTA's SL Co operations are projected to be electric and CNG (UTA's Capital Improvement Plan). The EIS air quality report appears to be skewing the impacts of additional busses in LCC by constraining the model. Increasing the number of busses UTA is operating in LCC adds to the total number of busses UTA operates in SL Co.. As per UTA's Capital Improvement Plan, UTA plans on purchasing electric and CNG busses for increases in the SL Co. fleet. An increased demand for busses in LCC will pull existing UTA diesel busses from the SL Valley which will be replaced with cleaner electric and CNG busses operating in the Valley. In looking at the whole SL Co. air shed and not just a constrained LCC air shed, the impacts of reduced LCC traffic jams and increased LCC bus transit will most likely improve SL County's air quantity. Should the model be taken one step further and include Utah's coal powered electricity generation plants powering the gondola, I would suspect the air quality impacts between alternatives are similar.	A32.10G
41092	Nitta, Avery	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Avery Nitta	A32.3A; A32.3F
47239	Nitta, Haley	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Haley Nitta	A32.3A; A32.3F
42208	Nitta, Kent	I am against the gondola in LCC. LCC is home to a massive amount of recreational activities that a gondola would be intruding upon. Growing up in Utah and spending my time up the canyon climbing, hiking and doing other outdoor activities has been and continues to be some of my favorite times in life. I hope that as you read these comments you will take into consideration how the residents of Utah feel towards the proposed actions.	A32.29VV
42954	Nitta, Kent	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kent Nitta</p>	
55993	Niva, Piper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Piper Niva</p>	A32.3A; A32.3F
48732	nix, Isaiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaiah nix</p>	A32.3A; A32.3F
46132	nixon, kathrin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, kathrin nixon	
52617	Nixon, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Nixon</p>	A32.3A; A32.3F
44893	Nixon, Neesha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Neesha Nixon</p>	A32.3A; A32.3F
55490	Nixon, Trina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trina Nixon</p>	A32.3A; A32.3F
45621	Noall, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Noall</p>	
40879	Noble, Chris	<p>I oppose the proposal to build a gondola up Little Cottonwood Canyon for the following reasons:</p> <p>First, the gondola would violate the Roadless Rule. It will damage, threaten, or destroy the primary qualities the rule was created to protect: clean water, wildlife habitat, natural landscapes, and diverse recreation activities.</p> <p>Secondly, a gondola would have far more visual impact, and be far more expensive in the long run, than any other possible transportation alternative.</p> <p>Third, why would anyone build a gondola at enormous public expense in order to benefit two private and seasonal businesses, while at the same time adversely affecting the experience of the tens of thousands of annual visitors who are not resort skiers and who use the canyon on a year-round basis?</p> <p>Finally, as your own polling has shown no one except Snowbird, Alta, and the developers working with them want this project. It is not a transportation solution it is a real estate scam posing as a public works project</p>	A32.3A; A32.3F; A32.3I
41688	Noble, Erin	<p>NO GONDOLA! Please find a solution for all users of the canyon. Do not sacrifice Recreation areas of many people for the benefit of those that only use the ski resorts.</p>	A32.29VV
53949	Noble, Hadley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hadley Noble</p>	A32.3A; A32.3F
51629	Noble, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Noble</p>	A32.3A; A32.3F
49658	Noble, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Noble</p>	
40704	Noce, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Noce</p>	A32.3A; A32.3F
40274	Noda, Grace	The gondola would have been very nice during the last week of road closures.	A32.29VV
50032	Nodus, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Nodus</p>	A32.3A; A32.3F
48518	Noehring, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Noehring</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46401	Noel, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Noel</p>	A32.3A; A32.3F
43161	Noel, Kloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kloe Noel</p>	A32.3A; A32.3F
53623	Noel, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Noel</p>	A32.3A; A32.3F
47546	Nolan, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Nolan</p>	
56094	Nolan, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Nolan</p>	A32.3A; A32.3F
50781	Nolasco, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Nolasco</p>	A32.3A; A32.3F
55140	Noll, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Noll</p>	A32.3A; A32.3F
55144	Nopp, Rachelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachelle Nopp</p>	
41208	Norat, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Norat</p>	A32.3A; A32.3F
46091	Norbert, Tardivo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tardivo Norbert</p>	A32.3A; A32.3F
53455	Nord, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Nord</p>	A32.3A; A32.3F
53468	Nord, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Nord</p>	
45062	Nord, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Nord</p>	A32.3A; A32.3F
51475	Nordberg, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Nordberg</p>	A32.3A; A32.3F
54848	Norden, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Samuel Norden	
52970	Nordman, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Nordman</p>	A32.3A; A32.3F
49486	Norgard, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Norgard</p>	A32.3A; A32.3F
43055	Noring, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Noring</p>	A32.3A; A32.3F
51798	Norkis, Stan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stan Norkis</p>	
39966	Norkus, Conan	I do not want a gondola in the wilderness areas in LCC. As I understand it it is also illegal	A32.29VV
54162	Norlund, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Norlund</p>	A32.3A; A32.3F
42674	Norman, Campbell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Campbell Norman</p>	A32.3A; A32.3F
51499	Norman, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Norman</p>	A32.3A; A32.3F
42700	Norman, Sawyer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sawyer Norman</p>	
52120	Norris, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Norris</p>	A32.3A; A32.3F
42021	Norris, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Norris</p>	A32.3A; A32.3F
55067	Norris, Kaleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kaleb Norris	
47946	Norris, Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marie Norris</p>	A32.3A; A32.3F
45002	Norsen, Harper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harper Norsen</p>	A32.3A; A32.3F
39577	North, Matt	I can't believe this is even still being discussed. Little Cottonwood Canyon is a box canyon--there's no outlet on the other side. It is too narrow, too steep, and far, far too precious of a natural resource for either "traffic solution" that the billionaires are pushing for. The gondola should not be built. It shouldn't even be discussed anymore. The road should not be widened. On peak days and powder days, no private vehicles should be allowed in the canyon. Patrons of Alta and Snowbird must be required to board busses at intermodal parking hubs dispersed throughout Salt Lake County. This should be the only skier/boarder transportation allowed in the canyon on peak days and powder days. Problem solved, canyon un-destroyed.	A32.29VV
49593	North, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan North</p>	A32.3A; A32.3F
50250	Northcott, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Northcott</p>	
40298	Northrop, Clay	<p>By now it's been made very clear, very publicly, that the gondola won't make a significant improvement to the traffic situation in LCC. What it will do is cost a fortune, destroy the scenic qualities of the canyon, pollute the creek, and likely become an unused relic. Beyond that, it is proposed to be built in 3 federally protected roadless areas - the gondola certainly shouldn't qualify for any kind of exception to the prohibition of road construction in these areas. Very few people support this gondola, even those of us who wait in traffic or choose not to ski because of the traffic. Please abandon this project. It is a transparent gift to a few parties, at the expense of the public and LCC. Thank you for considering my input.</p>	A32.29VV
53429	Norton, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Norton</p>	A32.3A; A32.3F
44488	Norton, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Norton</p>	A32.3A; A32.3F
52319	Norton, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Norton</p>	
44515	Norton, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Norton</p>	A32.3A; A32.3F
44365	Norton, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Norton</p>	A32.3A; A32.3F
44500	Norton, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Norton</p>	A32.3A; A32.3F
47161	Nosler, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Nosler</p>	
41367	Noteboom, Graham	<p>I am writing to express my strong opposition to the proposed gondola in Little Cottonwood Canyon. As a resident of the area and an avid outdoor enthusiast, I believe that such a project would have detrimental impacts on the natural environment and the surrounding communities.</p> <p>First and foremost, the gondola would cause significant environmental damage to the fragile ecosystem of the canyon. The construction and operation of the gondola would require extensive clearing of trees and vegetation, which would disrupt the habitat of many species of wildlife. Additionally, the increased traffic and tourism that the gondola would bring would lead to further degradation of the area's natural resources.</p> <p>Furthermore, the proposed gondola would have a negative impact on the local economy and the communities that rely on the canyon for their livelihoods. The construction and operation of the gondola would require a significant investment of public funds, which could be better spent on more sustainable and community-oriented projects. Additionally, the influx of tourists that the gondola would bring would lead to increased traffic congestion and a strain on local infrastructure, which would ultimately detract from the quality of life for residents and visitors alike.</p> <p>In light of these concerns, I urge you to reconsider the proposed gondola project in Little Cottonwood Canyon. Instead, I believe that we should focus our efforts on promoting sustainable tourism practices and investing in community-based projects that will benefit the local environment and economy in the long term.</p> <p>Thank you for your attention to this matter.</p>	A32.29VV
49995	Notini, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa Notini</p>	A32.3A; A32.3F
49117	Nottingham, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Nottingham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48096	Nousen, Elizabeth	<p>To whom it may concern,</p> <p>I am not a Utah resident but I do visit frequently. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Nousen</p>	A32.3A; A32.3F
55200	Novak, Nicolle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolle Novak</p>	A32.3A; A32.3F
47262	Novak, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Novak</p>	A32.3A; A32.3F
49382	Novak, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Novak</p>	
49027	Novia, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Novia</p>	A32.3A; A32.3F
42722	Nowak, Kacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kacy Nowak</p>	A32.3A; A32.3F
50720	Nowatzke, Grace	<p>To whom it may concern,</p> <p>As a fellow Utahn who has lived here for over 20 years, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please listen to us and save our Canyon.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Grace Nowatzke</p>	
44260	Nowell, Kaytlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaytlin Nowell</p>	A32.3A; A32.3F
54392	Nowicki, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Nowicki</p>	A32.3A; A32.3F
52074	nowicki, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg nowicki</p>	A32.3A; A32.3F
45684	Nowicki, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Nowicki</p>	
54650	Nowlin, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linda Nowlin</p>	A32.3A; A32.3F
47646	noyes, aeltie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aeltie noyes</p>	A32.3A; A32.3F
44296	Noyes, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Noyes</p>	A32.3A; A32.3F
48699	Nuar, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Nuar</p>	
55347	Nugent, Jeni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeni Nugent</p>	A32.3A; A32.3F
43466	Nukovic, Victor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victor Nukovic</p>	A32.3A; A32.3F
41584	Nummerdor, Jennifer	<p>The gondola is arguably the worst solution for Little Cottonwood Canyon for a variety of reasons, many of which are not addressed in the final EIS summary.</p> <p>This last winter brought historic avalanches which caused many closures of the 210, and slid in paths where the gondola posts are planned for the future. (Is this even accounted for in the 7 million dollars per year in operating costs for Gondola B?) UDOT crew members have unnecessarily put their lives on the line to clear these slides, and there are far better solutions than the gondola, which will still be impacted by avalanches and heavy winds.</p> <p>Other national parks have created a "bus-only" system which tourists and locals alike could benefit from. The current bus system is underfunded, and abysmal on busy days. It's a frequent occurrence that wait times are 2-3x more than estimated. Ski resorts must be compelled to (at least partially) fund this increased service, since they are the ones who stand to benefit the most.</p> <p>The gondola is a fiscally irresponsible decision, and is akin to treating a paper cut with a whole-limb amputation. There are at least 5 other, much better options which haven't even been tried yet! Not to mention the fact that this particular solution only benefits such a small portion of the recreation that occurs in LCC, and would impact every other type very negatively. We need to start implementing solutions incrementally and not jump to the most extreme, terrible option from the gate.</p> <p>This proposal is thinly-veiled corporate welfare for Alta, Snowbird, and Doppelmayer USA, who has been trying to break into the gondola-as-mainstream-transportation market for</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>quite some time now. The gondola is wildly unpopular with almost everyone who lives here, and it is exhausting that our voices continue to go unheard.</p> <p>As someone who lives here, we should really be asking ourselves if the goal is to fit more people into these already fragile places, and whether we're willing to destroy the landscape, animals, and beauty that these canyons have so graciously provided us with.</p>	
44658	Nunes, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Nunes</p>	A32.3A; A32.3F
55286	nunez, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica nunez</p>	A32.3A; A32.3F
51223	Nunley, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Nunley</p>	A32.3A; A32.3F
41120	Nurme, Gunnar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I strongly suggest you further look into lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I understand that congestion in LCC is an issue, but a gondola is simply not the answer. LCC is too special of a place to be scarred like this. Please look into ways of making the existing infrastructure work better, rather than proposing such a destructive option like a gondola. Why not expand the existing UTA bus service so that it can be used by more people and be more reliable? That seems like it would be cheaper, easier, more convenient for everyone, and wouldn't involve further scarring a place that is so special to many (and is a federally designated Wilderness in places). Please, you know what the people think. Listen to us.</p> <p>Regards, Gunnar Nurme</p>	
41083	Nuttall, Ezra	<p>The gondola is a terrible idea. The only option that makes any sense is to increase bussing on the existing road and limit the number of cars allowed. If more busses are needed than what UTA can provide then the resorts should provide their own shuttles. This is not a problem that UDOT should be spending millions of dollars on. It only benefits the resorts. The skiers' experience will only be worse by having more people on the slopes.</p>	A32.29VV
51619	Nuttall, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Nuttall</p>	A32.3A; A32.3F
45147	Nutter, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Nutter</p>	A32.3A; A32.3F
55882	Nuzzo, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Nuzzo</p>	
43159	Nuzzo, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Nuzzo</p>	A32.3A; A32.3F
42328	Nuzzo-Jones, Garret	<p>I do not support the gondola. It does not solve traffic issues during avalanche cycles, is prohibitively expensive and will not be used by the public. Just build snow shelters and add more buses.</p>	A32.29VV
42592	Nydegger, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Nydegger</p>	A32.3A; A32.3F
53252	Nydegger, Rich	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rich Nydegger</p>	A32.3A; A32.3F
47409	Nye, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Nye</p>	
46894	Nye, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Nye</p>	A32.3A; A32.3F
49041	Nye, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Nye</p>	A32.3A; A32.3F
53565	Nye, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jessica Nye	
55362	O, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner O</p>	A32.3A; A32.3F
39818	O'Brien, Cait	No one actually wants this and it will not make Salt Lake seems more 'cosmopolitan' We do not need to spend money on a fancy gondola to be a world class destination, we already are.	A32.29VV
40463	O'Brien, Caitlin	Please don't ruin what makes Utah so special.	A32.29VV
39817	O'Brien, James	I do not want to see a gondola or train put into the canyon. Use more buses, mandate single occupants use a bus, encourage carpooling, get creative.	A32.29VV
42291	O'Brien, Scott	I am against building the gondola and believe that increased electric buses or just more bus options would allow for more people to ride the bus and have less wait times.	A32.29VV
44159	Oakley, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Oakley</p>	A32.3A; A32.3F
42644	Oakley, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Oakley</p>	A32.3A; A32.3F
56208	Oaks, April	To whom it may concern,	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I beg you not to pass the gondola... yet. I'm not strongly opposed to the possibility of the gondola, but I'll be extremely frustrated if the gondola passes before we try other options first.</p> <p>I'm deeply concerned about the neighborhoods that surround the future base off the gondola. Not only will all of the traffic problems be shifted to their neighborhoods, but also it will be a horrible eye sore and destroy some of their privacy.</p> <p>I do not believe the gondola will significantly improve traffic. PLEASE vote against the gondola.</p> <p>Regards, April Oaks</p>	
42407	Oaks, April	<p>I'm not completely against the gondola, but I will be very frustrated if the gondola goes in before we try other options first. Please please NO gondola for now. What a horrible invasion it will be to the neighborhoods surrounding the base. All the canyon traffic will be shifted to them! Plus they lose so much privacy.</p> <p>I'm starting a scholarship and giving out prizes for people who help contribute to ideas that will IMMEDIATELY improve transportation in the 2023-2024 ski season. Give us a chance to try other options first!</p>	A32.29VV
43856	Oaks, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Oaks</p>	A32.3A; A32.3F
48538	Oar, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Oar</p>	A32.3A; A32.3F
53793	Obando, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Obando</p>	
52591	OBarr, Angus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angus OBarr</p>	A32.3A; A32.3F
54236	Obarski, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Obarski</p>	A32.3A; A32.3F
53138	Oberg, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I want to add I have a deep understanding of how this kind of work helps the construction family ecosystem from a financial perspective and know that this kind of project could support a lot of jobs for people in that community. But this is not something I can support in good conscience. This alters the planet in a way you can not undo. Please, propose other solutions in your boardrooms.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Thank you.</p> <p>Regards, Jessica Oberg</p>	
41452	Oberg, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Naomi Oberg</p>	A32.3A; A32.3F
45541	Oberle, Zori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zori Oberle</p>	A32.3A; A32.3F
52117	Oblad, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Oblad</p>	A32.3A; A32.3F
40617	OBosire, Rabera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rabera OBosire</p>	
41235	Obradovich, Nicholas	I think the gondola up LCC is the biggest mistake ever considered in UDOT history. In addition to being ridiculously expensive, the gondola provides completely insignificant return to the taxpayer.	A32.29VV
45849	Obresley, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Obresley</p>	A32.3A; A32.3F
47333	Obrien, Brandi	<p>To whom it may concern,</p> <p>The canyons in close proximity to the city is why so many of us live here. This is one of our favorites and a gondola would completely deface it, and not actually solve any of the traffic issues. The ski resorts are just trying to cram as many people in as possible and tax payers should not be on the hook for that. It also makes the resorts less enjoyable! Sometimes not everyone fits! That's ok!!!!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandi Obrien</p>	A32.3A; A32.3F
51002	Obrien, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Obrien</p>	
43706	Obrien, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Obrien</p>	A32.3A; A32.3F
52537	OBrien, Karlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karlie OBrien</p>	A32.3A; A32.3F
56355	OBrien, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew OBrien</p>	A32.3A; A32.3F
48752	obrien, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael obrien</p>	
39346	OBRIEN, RUSSELL	<p>I read through the EIS reports. I do not believe that there is accurate representation for the impact the cog rail and gondola will have on the environment, and certainly does not represent the visual impact this will have on the natural landscape and beauty of the canyon! In addition, given the rate of inflation we're experiencing, the true costs are not accurately represented, nor are the costs for self-sustaining ridership. Government (public) transportation is highly subsidized and I've seen nothing about the ridership costs for the gondola or rail - are we supposed to pay the \$1B+ building costs and support ridership costs? This is crazy given that this represents such a small amount of our population skiing in winter, and being in the midst of a perpetual draught - this year has been an exception to the cycle AND there is no business justification to investing so much money based on an exception year.</p>	A32.29VV
40047	O'Brien, S	<p>Inventoried Roadless Areas are, by definition, "undeveloped areas". It is irrelevant whether motor vehicles will operate on the route or not. Undeveloped is undeveloped and pillars, stanchions, sheds, even clearing trees/foliage, violates the requirement that undeveloped areas remain undeveloped.</p> <p>Go ruin someone else' canyon.</p>	A32.3A; A32.3G
41324	OBrien, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane OBrien</p>	A32.3A; A32.3F
42635	OBrien, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy OBrien</p>	A32.3A; A32.3F
50436	Obryan, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Obryan</p>	
55857	O'Byrne, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric O'Byrne</p>	A32.3A; A32.3F
50791	OC, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey OC</p>	A32.3A; A32.3F
39326	OCallaghan, Veronica	the enhanced bus ap both LCC and BCC seems like a no brainer!!! And why doesn't ski resorts build building garages and charge parking to make the ski day more enjoyable!	A32.29VV
39838	OCallaghan, Veronica	I think the reports are not supportive of all use to sat gondola B best choice and it appears that to enhance buses is same price for a ride up the canyon? Enhanced buses benefit everyone in SLC. For all canyons including Park City and even Millcreek.	A32.29VV
41186	Ocampo, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aiden Ocampo</p>	
42036	OCarroll, Kyagh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyagh OCarroll</p>	A32.3A; A32.3F
55217	ochoa, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia ochoa</p>	A32.3A; A32.3F
41746	Ochs, Dana	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
45476	Ochs, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dana Ochs</p>	
56347	OConnell, James	<p>To whom it may concern,</p> <p>I love this canyon and many of my friends do as well. It serves as an escape to nature for me. When I am in the canyon I want to feel like I am outside. I want to enjoy the natural world and have fun in the outdoors year round. This gondola simply supports two private ski resorts using tax payer money, and would significantly detract from all other activities that this amazing place has to offer.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James OConnell</p>	A32.3A; A32.3F
55974	OConnell, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam OConnell</p>	A32.3A; A32.3F
40131	O'Connell, Spencer	<p>This gondola will simply move traffic down into neighborhoods and create more congestion in the city. We should not be paying 500 million in taxpayer dollars for a gondola that exclusively benefits two private businesses. Also as was seen this season it is highly likely that there will be periods the gondola is unable to operate which is one of its primary selling point. This should not be a government funded project as it will only benefit alta and snowbird. Also this does nothing for backcountry skiers and will most likely result in more backcountry closures than now as udot will not people skiing above their gondola towers if they are in slide paths.</p>	A32.29VV
51087	OConnor, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne OConnor</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56008	OConnor, Brendan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendan OConnor</p>	A32.3A; A32.3F
51856	Oconnor, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Oconnor</p>	A32.3A; A32.3F
47987	OConnor, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis OConnor</p>	A32.3A; A32.3F
41597	Odden, Samuel	<p>The proposed gondola would be an inadequate use of public funds to benefit the wealthy and is a disaster for the environment. I strongly oppose the construction of this gondola.</p>	A32.29VV
44456	ODonnell, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary ODonnell</p>	
50445	Oechsle, Brenton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenton Oechsle</p>	A32.3A; A32.3F
51728	Oehler, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Oehler</p>	A32.3A; A32.3F
51741	Oehler, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Oehler</p>	A32.3A; A32.3F
47708	Ofstedal, Eli	<p>To whom it may concern,</p> <p>I ski about 100 days a year in Utah, and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Oftedal</p>	
44202	ogawa, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian ogawa</p>	A32.3A; A32.3F
44099	Ogden, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Naomi Ogden</p>	A32.3A; A32.3F
51352	Ogden, Shauna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Shauna Ogden	
56172	ogden, skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, skye ogden</p>	A32.3A; A32.3F
40626	Ogden, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Ogden</p>	A32.3A; A32.3F
55763	Ogle, Dean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dean Ogle</p>	A32.3A; A32.3F
54313	Ogle, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Ogle</p>	
48281	Ogles, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Ogles</p>	A32.3A; A32.3F
39586	Oglesbee, Alyssa	<p>Do not build the gondola. It will not only destroy the canyon for everyone but skiers, it puts our drinking water in jeopardy. This gondola is a blatant misuse of public money and land to enrich two private businesses.</p>	A32.29VV
49063	Ogrodnick, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Ogrodnick</p>	A32.3A; A32.3F
49289	ohara, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley ohara</p>	A32.3A; A32.3F
46158	Ohlson, David	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Ohlson</p>	
41520	Ohman, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Ohman</p>	A32.3A; A32.3F
54889	Ohman, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Ohman</p>	A32.3A; A32.3F
52317	OKeefe, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Caroline OKeefe	
43396	Okmin, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Okmin</p>	A32.3A; A32.3F
45033	Okuniewski, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Okuniewski</p>	A32.3A; A32.3F
55845	Olafson, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Olafson</p>	A32.3A; A32.3F
40966	Oland, Leah	<p>I do NOT support a gondola in a protected roadless area. My main issue with the project is the impact on the breathtaking views in LCC. Our area is being increasingly developed and the ecological values of LCC are very important to the population who are having to deal with a more urban environment. Personal renewal is a real thing that is needed for us and for future generations and it happens due to an ability to enjoy Natural areas. I can not support a proposal that will impact three roadless areas in LCC. It is against everything the Roadless Rule is meant to do.</p> <p>In addition, the analysis of higher emission fuels should be combined with other alternatives like electric buses. Our state and nation are moving to cleaner energy and that should be reflected in UDOT's plan.</p>	A32.3A; A32.3I; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I understand this is a difficult issue but in a few weeks this years amazing ski season will be over and people will be able to enjoy LCC as the natural wonder that it is. I am a skier but I believe it is important to remember that LCC is more that Snowbird and Alta.</p>	
46008	Olavarry, Carolina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolina Olavarry</p>	A32.3A; A32.3F
40138	Olch, Trevor	<p>I am very much in favor of the gondola! Having seen them in Whistler and in Sochi it is the exact this Little Cottonwood Canyon needs and deserves. Please approve the Gondola and help preserve LCC. It is a much better answer than more buses and a wider road. Thank you, Trevor</p>	A32.29VV
47962	Olcott, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Olcott</p>	A32.3A; A32.3F
51219	Oldroyd, Millie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Millie Oldroyd</p>	A32.3A; A32.3F
43027	Oldroyd, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Oldroyd</p>	
47706	Oldroyd, Trent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trent Oldroyd</p>	A32.3A; A32.3F
48513	Olds, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Olds</p>	A32.3A; A32.3F
46430	Olds, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Olds</p>	A32.3A; A32.3F
51561	OLEary, Jack	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack OLeary</p>	
52258	Oler, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Oler</p>	A32.3A; A32.3F
39290	Olin, Jonathan	<p>I am now opposed to the gondola. Its capacity is too low.</p> <p>I'm in favor of increase bus service with a toll road for cars with less than 4 people. Eg \$30 for 1 person.</p>	A32.29VV
55436	Olive, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Olive</p>	A32.3A; A32.3F
51129	Olive, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Olive</p>	
43902	Oliver, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Oliver</p>	A32.3A; A32.3F
53031	Oliver, Nichole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nichole Oliver</p>	A32.3A; A32.3F
44526	oliver, reese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, reese oliver</p>	A32.3A; A32.3F
45709	oliver, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The gondola is not the solution. This is my hard working taxes going to pay for a ridiculous gondola that services a skiing only resort. I mean, how has this gone so far. The 1.4b atrocity will ruin little cotton wood canyon for two ski resorts. The gondola won't run during avalanche mitigation, so how is this going to fix anything? It won't. And it's using my tax dollars for a VERY small group of people that don't live here year round. I oppose this gondola to the fullest extent and buses need to be run more frequently and carpooling must be enforced.</p> <p>Regards, Sean oliver</p>	
43479	Oliver, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Oliver</p>	A32.3A; A32.3F
53475	olivera, macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, macy olivera</p>	A32.3A; A32.3F
51302	Oliverson, Crystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crystal Oliverson</p>	
51222	Oliverson, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Oliverson</p>	A32.3A; A32.3F
51574	Olivier, Kanon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kanon Olivier</p>	A32.3A; A32.3F
46914	Olk, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Olk</p>	A32.3A; A32.3F
43256	Ollila, Addie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addie Ollila</p>	
45431	Ollis, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Ollis</p>	A32.3A; A32.3F
44377	Olschewski, Erich	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erich Olschewski</p>	A32.3A; A32.3F
53510	Olsen, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Olsen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52352	Olsen, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Olsen</p>	A32.3A; A32.3F
41797	Olsen, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Olsen</p>	A32.3A; A32.3F
53033	Olsen, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Olsen</p>	A32.3A; A32.3F
55794	Olsen, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Olsen</p>	
53355	Olsen, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Olsen</p>	A32.3A; A32.3F
50333	Olsen, Brynley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynley Olsen</p>	A32.3A; A32.3F
51673	Olsen, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Olsen</p>	A32.3A; A32.3F
54584	olsen, cierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cierra olsen</p>	
39347	Olsen, Cory	<p>Your gondola plan is seriously flawed. First it is NOT wanted or needed. Second, the cars reaching the base station will still block and jam up Wasatch Blvd. The most logical solution to this is to create bus hubs (the gravel pit is suggested) and force skiers to bus up the canyon. No private vehicles except employees and service/emergency vehicles. This would not require a road widening. You have performed tests with electric buses which will work as will CNG buses. Lets be smart about this and use the taxpayer monies in a responsible manner. NO GONDOLA!!</p>	A32.29VV
50248	Olsen, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drake Olsen</p>	A32.3A; A32.3F
48944	Olsen, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Olsen</p>	A32.3A; A32.3F
48329	Olsen, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Erica Olsen</p>	
53140	Olsen, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Olsen</p>	A32.3A; A32.3F
49393	Olsen, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Olsen</p>	A32.3A; A32.3F
49222	olsen, kalli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kalli olsen</p>	A32.3A; A32.3F
55002	Olsen, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Olsen</p>	
50371	olsen, Leevi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leevi olsen</p>	A32.3A; A32.3F
51769	Olsen, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Olsen</p>	A32.3A; A32.3F
46007	Olsen, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Olsen</p>	A32.3A; A32.3F
54678	Olsen, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Olsen</p>	
40014	Olsen, Tasia	<p>After reviewing the latest proposals being considered, I would like to make a few comments and observations. Putting a gondola which only serves little cottonwood canyon does nothing to decrease the amount of traffic along Wasatch Blvd. the same number of cars would still be stopped in all directions from the north, south and west trying to get to the limited number of parking stalls at the mouth of little cottonwood to access the gondola. Not to mention that big cottonwood canyon would not benefit at all and the traffic would still be backed up in all directions to get up that canyon. The only logical solution is to turn the gravel pit into a park and ride lot for bus passengers, only allow bus traffic (preferably electric) up the canyons. Exceptions for homeowners, employees and overnight resort guests, with special passes for their purchase. I live across from Bell Canyon and have been unable to get to work, school, doctor appointments due to the ski traffic blocking Wasatch Blvd. all winter. This will not change by spending millions on a noisy, environmentally harmful gondola. Please scrap the gondola.</p>	A32.10G A32.29VV
45321	Olsen, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Olsen</p>	A32.3A; A32.3F
51663	Olsen, Terrell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Terrell Olsen</p>	A32.3A; A32.3F
55835	Olsen-Tank, Frank	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frank Olsen-Tank</p>	
50312	Olson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Olson</p>	A32.3A; A32.3F
50236	Olson, Alek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alek Olson</p>	A32.3A; A32.3F
39614	OLSON, CARL	<p>My argument for the Gondola is that it must be much more than just a method to ship skiers to the resorts at the top of Little Cottonwood Canyon. It must include multiple capabilities that include several stops along the way for other purposes like hikers, future hotels in the canyon, public services, site seers, etc. I know many will complain that it will destroy the natural canyon views, however that damage is minimal. The Gondola creates a much more usable approach for varying interests and types of visitors. The argument against the Gondola reminds me of Lake Powell. In the 60 years since the completion of Glen Canyon Dam the lake has provided close to 1 billion day visits from users, tourists and the like. Had the Dam not been built how many visitors would have tried the 90-mile trek through the canyon over the last 60 years. To me those unwilling to share the potential of the canyon with others are selfish and short sighted. The world and our canyons are not what it was when I first skied Brighton and Alta 70 years ago.</p>	A32.29VV
52193	Olson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Elizabeth Olson</p>	
43659	Olson, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Olson</p>	A32.3A; A32.3F
56336	olson, hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hope olson</p>	A32.3A; A32.3F
45027	Olson, Jaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaden Olson</p>	A32.3A; A32.3F
41515	Olson, Joshua	<p>To whom it may concern,</p> <p>I have lived in Utah my entire life right here in Draper and I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Olson</p>	
43764	Olson, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Olson</p>	A32.3A; A32.3F
45347	Olson, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Olson</p>	A32.3A; A32.3F
42239	Olson, Patrick	<p>I oppose this development due to the drastic impacts to nature along this corridor and the unequal access this gondola will provide.</p> <p>There are far better and less impactful solutions that should be considered.</p> <p>Thanks, Patrick</p>	A32.29VV
55249	Olson, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tanner Olson</p>	
53467	Olson, Windy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Windy Olson</p>	A32.3A; A32.3F
40989	Oltman, Meagan	<p>Please consider:</p> <p>The first report addresses the fact that the gondola would be built within three federally protected Roadless Areas (Twin Peaks, Lone Peak, and White Pine roadless areas). Road construction is typically prohibited in these areas to protect air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception.</p> <p>The second report makes changes to the air quality analysis, most notably, the assumption that all buses would be diesel powered. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't UDOT also assess the impact of electric buses?</p> <p>No canyon destruction, no gondola, no catering to ski resorts.</p>	A32.3A; A32.10G
46613	Oltmanns, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Oltmanns</p>	A32.3A; A32.3F
52788	OMalley, Andreas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andreas OMalley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49007	OMalley, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura OMalley</p>	A32.3A; A32.3F
46519	OMalley, Verena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Verena OMalley</p>	A32.3A; A32.3F
50380	Omar, Aya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aya Omar</p>	A32.3A; A32.3F
49429	Omer, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Omer</p>	
49101	Omer, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Omer</p>	A32.3A; A32.3F
53258	Ondongo, Kinsee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinsee Ondongo</p>	A32.3A; A32.3F
48167	Ondryas, Dusti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dusti Ondryas</p>	A32.3A; A32.3F
39707	ONeal, Shannon	<p>No to construction in areas meant to be protected as roadless. No to new construction when better, smarter use and improvement of existing infrastructure has not been attempted. No to the gondola. Thank you for taking my input.</p>	A32.29VV
46530	ONeil, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer ONeil</p>	
53860	ONeil, Tom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tom ONeil</p>	A32.3A; A32.3F
45751	ONeill, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please, we have so many other options before this.</p> <p>Regards, Amelia ONeill</p>	A32.3A; A32.3F
41487	oneill, Donny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Donny oneill	
44841	ONeill, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin O'Neill</p>	A32.3A; A32.3F
55137	ONeill, Kathleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathleen O'Neill</p>	A32.3A; A32.3F
55903	ONeill, Maureen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maureen O'Neill</p>	A32.3A; A32.3F
45346	ONeill, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>“Leave it as it is. The ages have been at work on it and man can only mar it.”</p> <p>-Theodore Roosevelt</p> <p>Regards, Patrick O'Neill</p>	
43426	O'Neill, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan O'Neill</p>	A32.3A; A32.3F
41951	O'Neill, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy O'Neill</p>	A32.3A; A32.3F
44630	Opeifa, McKay	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, McKay Opeifa	
50363	Openshaw, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Openshaw</p>	A32.3A; A32.3F
39895	Oquendo, Brandon	<p>The Gondola should not be subsidized by taxpayers. It purely benefits the resorts and if they think a Gondola is necessary, they should be responsible for paying the bill. As a local business owner, I don't get to ask the government and taxpayers to improve my business at their expense with no return on their investment. It makes absolutely no sense. We all know the cost will be substantially more than planned. Look at the relocation of the prison as an example. These projects almost always end up costing significantly more. Then the environmental impact is an entirely different issue. The bottom line is, the Gondola isn't the way. Issue a toll up the canyon. Create a canyon pass that local residents get a discount on. I am happy to pay to use our canyons if the revenue is going to benefit the canyons, not the resorts and it reduces traffic. Also, just to clarify. I really love our resorts. I use them often. I would love to figure out a way to improve traffic accessing them. The Gondola should be the lowest on the list of options.</p>	A32.29VV
53751	Orantes, Diego	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diego Orantes</p>	A32.3A; A32.3F
56209	Oraskovich, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Oraskovich</p>	A32.3A; A32.3F
49190	Orchard, Haley	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Orchard</p>	
49554	Oreilly, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Oreilly</p>	A32.3A; A32.3F
46453	OReilly, Sabina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabina OReilly</p>	A32.3A; A32.3F
50012	Orenstein, Louis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Louis Orenstein	
42706	Orford, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlotte Orford</p>	A32.3A; A32.3F
42859	orgill, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma orgill</p>	A32.3A; A32.3F
51611	Orgill, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Orgill</p>	A32.3A; A32.3F
48012	Orides, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Orides</p>	
40766	Origer, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Origer</p>	A32.3A; A32.3F
47171	Orjala, Ellis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellis Orjala</p>	A32.3A; A32.3F
44288	Orlando, Lillie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillie Orlando</p>	A32.3A; A32.3F
48611	Orme, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Orme</p>	
46310	Orndorf, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Orndorf</p>	A32.3A; A32.3F
55791	ornes, stine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, stine ornes</p>	A32.3A; A32.3F
47329	Ornowski, Mylo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mylo Ornowski</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43940	Oronce, Marla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marla Oronce</p>	A32.3A; A32.3F
51577	ORourke, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly ORourke</p>	A32.3A; A32.3F
41444	Orozco, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Orozco</p>	A32.3A; A32.3F
45246	Orozco, Gerardo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gerardo Orozco</p>	
55939	Orozco, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie Orozco</p>	A32.3A; A32.3F
53329	Orr, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Orr</p>	A32.3A; A32.3F
46489	Orr, Dish	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dish Orr</p>	A32.3A; A32.3F
44086	Orr, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Orr</p>	
47115	Orr, Mitch	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch Orr</p>	A32.3A; A32.3F
47264	Orscheln, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Orscheln</p>	A32.3A; A32.3F
48728	Orszulak, Juliet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliet Orszulak</p>	A32.3A; A32.3F
55461	Ort, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and parking reservations.</p> <p>Regards, David Ort</p>	
47645	Ortega, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Ortega</p>	A32.3A; A32.3F
44371	Ortega, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Ortega</p>	A32.3A; A32.3F
52213	Ortega, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Ortega</p>	A32.3A; A32.3F
55525	Ortega, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ortega</p>	
43335	Ortiz, India	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, India Ortiz</p>	A32.3A; A32.3F
44829	Ortiz, Jali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jali Ortiz</p>	A32.3A; A32.3F
47933	Ortiz, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Ortiz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48929	Ortman, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ortman</p>	A32.3A; A32.3F
56335	Ortolani, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Ortolani</p>	A32.3A; A32.3F
42963	Orton, Alysa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alysa Orton</p>	A32.3A; A32.3F
48689	Orton, RaVoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, RaVoe Orton	
49479	Orton, Sydney	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydney Orton	A32.3A; A32.3F
43885	Orton, Zachary	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Zachary Orton	A32.3A; A32.3F
54341	ORULLIAN, ALLY	To whom it may concern, I am a resident of Salt Lake County and strongly oppose the gondola. The people of Utah oppose it too. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, ALLY ORULLIAN	A32.3A; A32.3F
40391	Orum, Peter	I feel that a gondola is a fools errand. I think a better solution is limiting the number of people at each resort - create a max capacity - so to speak.	A32.29VV
51678	Osborn, David	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Osborn</p>	
48543	Osborn, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Osborn</p>	A32.3A; A32.3F
42537	Osborn, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Osborn</p>	A32.3A; A32.3F
47889	Osborne, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alexander Osborne	
48448	Osborne, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Osborne</p>	A32.3A; A32.3F
45556	Osborne, Bevyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bevyn Osborne</p>	A32.3A; A32.3F
48912	Osborne, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Osborne</p>	A32.3A; A32.3F
55098	Osborne, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Osborne</p>	
48183	Osborne, Oliver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oliver Osborne</p>	A32.3A; A32.3F
49704	Osburn, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Osburn</p>	A32.3A; A32.3F
45489	Osgard, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Osgard</p>	A32.3A; A32.3F
54802	Osojnak, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Osojnak</p>	
52888	Osolkowski, Alicja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicja Osolkowski</p>	A32.3A; A32.3F
43356	Osorio, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Osorio</p>	A32.3A; A32.3F
45207	ossenheimer, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren ossenheimer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43141	osterloh, emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emily osterloh</p>	A32.3A; A32.3F
47922	Osterloh, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Osterloh</p>	A32.3A; A32.3F
40278	Osterman, Michael	<p>I'm a skier and rock climber in LCC and I, along with everyone I personally know who also uses the canyon for these activities, am absolutely opposed to the construction of a gondola.</p> <p>The "red snake" is a very predictable problem limited to maybe 20 days in winter out of the entire year when a great powder day falls on a weekend. Spening \$600M (at the low end) in constuction costs alone to ostensibly fix such a temporary issue is a terrible public investment and seems a pretty poor idea on its face for any public works project even if it did benefit the general public in some way (which this gondola certainly would not).</p> <p>Assuming a gondola actually alleviates traffic on those days is itself doubtful depending on how much a ticket costs to ride the thing; the proposed fee having been removed from the Gondola Works website makes it difficult to know. What is certain is that the only ones who'll benefit are the private ski resorts and interests who own the land at the base of the canyon (Snowbird and former legislators among them). That's not to mention the permanent scarring of the canyon required to build it and the fact that it'll be a permanent eyesore. Is there really no better use of public funds? I'd like to see investment in public transit throughout the valley that'd actually serve a year-round purpose and help alleviate road traffic for commuters generally, not this project which seems so baldly tailored to line the pockets of already wealthy businesses and individuals.</p> <p>If road tolls will be instituted to incentive people to ride the gondola as has been suggested by some proponents, why not simply institue variable tolling to encourage carpooling or bussing? It'd be so much cheaper to increase buses during peak season since it wouldn't require additional infastructure and wouldn't require mantianence year-round like a gondola. Look at somewhere like Zion NP as a model to follow. During peak visitation, cars aren't allowed at all; rather, busses run so frequently that you never have to worry about checking a schedule. That efficiently moves way more people around than would visit the LCC resorts even on their busiest days.</p> <p>Maybe even more fundamental of a problem is the issue of skier congestion at the resorts in the first place. Lines for lifts on the busiest days can easily exceed 45 minutes as is. Even were we to assume the gondola is the most efficient way of moving people up canyon, the bottleneck would just shift to the slopes. If the resorts could teleport people up from the base they'd still have a real estate problem. It seems to me the resorts either entertain some fantasy that they can expand endlessly or they're aware of the issues related to increased attendance and still want to cram in as many paying customers as possible anyways.</p> <p>So if construction of a gondola doesn't benefit skiers or the general population, what justification can there be for it? Just the drivel presented in the Gondola Works ads as flimsy guise to distract from the truth that it's a cynical and short-sighted money grab on the part of the interested parties. I realize contractors and developers have a lot of pull in Utah politics, but I beg UDOT not to cave to those interests and permanently deface what is one of the most beautiful canyons in the state.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55204	Osterweil, Amir	<p>To whom it may concern,</p> <p>I ski the Cottonwoods every year so I have a vested interest, and am an interested party. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amir Osterweil</p>	A32.3A; A32.3F
41040	Ostler, Jacob	<p>Hello,</p> <p>I oppose the gondola being built. The environment impacts from the construction are enormous, it will hurt the view of a now pristine canyon, and it costs far too much and is our taxpayer money. It also won't help with traffic. Please don't approve its construction.</p>	A32.29VV
52742	Ostler, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Ostler</p>	A32.3A; A32.3F
51392	Ostrosky, Gwendolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwendolyn Ostrosky</p>	A32.3A; A32.3F
43334	Ostrov, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Ostrov</p>	
45433	Oswald, Darcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darcy Oswald</p>	A32.3A; A32.3F
51510	Otay, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Otay</p>	A32.3A; A32.3F
50341	Otis, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Eleanor Otis	
41852	O'Toole, Kayla	I am against the gondola. It is not the most logical solution to the traffic problem in LCC. It will damage the canyon forever and tax payers should not have to pay for it. Please listen to the public.	A32.29VV
47778	ott, claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I seriously encourage consideration of the opinions and feelings of the people who this gondola is going to affect. What reason is there to disrupt the nature of the canyon this drastically when there is so much public disapproval? Especially when there are other options to consider first that cost less money, would be less invasive, and would positively influence more of the people who use the canyon. I plead with you to reconsider the options and look towards options that are less invasive, less likely to leave permanent damage to the canyon, and will benefit the most people. The resort users who would be using the gondola to commute to Alta and/or Snowbird are not the only people that enjoy Little Cotton Wood Canyon and therefore are not the only people to consider in a decision like this.</p> <p>Regards, claire ott</p>	A32.3A; A32.3F
54794	Ott, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Ott</p>	A32.3A; A32.3F
53614	Ott, Lexy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lexy Ott</p>	
42948	Otteson, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Otteson</p>	A32.3A; A32.3F
44666	Otto, Cece	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cece Otto</p>	A32.3A; A32.3F
51228	Otto, Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marie Otto</p>	A32.3A; A32.3F
41841	Ottomani, Raphael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raphael Ottomani</p>	
51258	Ottosen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Ottosen</p>	A32.3A; A32.3F
40317	Oungst, John	<p>Once again, I oppose the gondola in Little Cottonwood Canyon. Other, less impactful options should be extensively explored and implemented before permanently altering the canyon with a solution that ONLY services the ski resorts.</p>	A32.29VV
42526	Ovard, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ovard</p>	A32.3A; A32.3F
48242	overeem, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi overeem</p>	A32.3A; A32.3F
54211	Overes, Thys	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thys Overes</p>	
54550	Overman, BreAnna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BreAnna Overman</p>	A32.3A; A32.3F
55155	Oveson, Jess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>It will be paid for by taxpayers who won't use it, it doesn't move that many people, will close for avalanche mitigation, and will still cost us (the taxpayers to use) to use.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jess Oveson</p>	A32.3A; A32.3F
51667	Ovsenik, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Ovsenik</p>	
52302	Owen, Bryson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please look into occupancy based tolling or a permit system for recreating in this canyon!</p> <p>Regards, Bryson Owen</p>	A32.3A; A32.3F
54415	Owen, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlotte Owen</p>	A32.3A; A32.3F
52290	Owen, Elysabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elysabeth Owen</p>	A32.3A; A32.3F
42881	Owen, Emmie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmie Owen</p>	
44532	Owen, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Owen</p>	A32.3A; A32.3F
46271	Owen, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Owen</p>	A32.3A; A32.3F
54184	Owen, McKinsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, McKinsey Owen	
52960	Owen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Owen</p>	A32.3A; A32.3F
47681	Owen, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Owen</p>	A32.3A; A32.3F
39271	Owen, Travis	I am FOR the gondola but only if we also focus on increased bus lanes, snow sheds and tolling.	A32.29VV
54190	Owen, Ty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ty Owen</p>	A32.3A; A32.3F
49025	Owen, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Owen</p>	
41801	Owen, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Owen</p>	A32.3A; A32.3F
52784	Owens, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Owens</p>	A32.3A; A32.3F
42223	Owens, Doug	<p>I oppose the gondola in Little Cottonwood Canyon.</p> <p>The mission of the project has been mis-stated. Instead of asking how to get more people up the canyon we should first decide what the proper use of the resource is.</p> <p>The gondola will require paving part of a designated roadless area and will have noise, view shed and other impacts to roadless areas, wilderness, and wilderness study areas.</p> <p>It will adversely impact wildlife more than other alternatives.</p> <p>The bus-only option was not fairly examined as it assumed highly polluting buses rather than clean electric or other clean-powered buses.</p>	A32.3I; A32.3F; A32.10G
55539	Owens, Graham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Owens</p>	
49918	Owens, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilly Owens</p>	A32.3A; A32.3F
55650	Owens, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Owens</p>	A32.3A; A32.3F
39826	Owens-Baird, Alex	<p>Please do not build any gondolas.... Build a toll at the bottom of the canyon for 5 years and charge based on the number of people that are in a car. Build it so people can buy the fast pass radio boxes in there car and just drive through and have it charge.</p> <p>The second option build a better bus system WITH A TOLL. DO NOT BUILD A GONDOLA</p>	A32.29VV
44763	Owings, Londyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Londyn Owings</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39643	Ownbey, Micah	<p>The gondola continues to be presented as the option with all upsides and now downsides. It neglects to note that from a functional perspective it is entirely suboptimal, and will do nothing to prevent crowding and traffic en route to what will need to be a massive parking structure. It also ignores the fact that all lifts are complicated, break down, and require significant maintenance except now people will be enclosed in gondolas for long periods of transit. It is a ridiculous proposal that I, as a weekly user of the LCC ski resorts with my wife and three children, would find entirely useless and a substantial cost to taxpayers. It strikes me as a proposal that is sponsored by taxpayers to benefit the resorts (which certainly do not require our financial support) and owners of empty land at the base of the canyon. I continue to be strongly against the gondola option.</p>	A32.29VV
42244	Oyama, Jerry	<p>ODE TO LITTLE COTTONWOOD CANYON</p> <p>Here's to the winters that weren't Here's to the winters that were, The deep powder snow so lovely In bowls and in spruce and in fir.</p> <p>On boards so wide they caused comment We'd glide through glades & through trees The bright, sweet feeling of soft snow So better than hard-pack on knees.</p> <p>And now there's talk of gondolas With rumble, with rack and with roar Swinging just above homesites It's hard to see what it's for.</p> <p>Distant parking and then on to the buses, Wait inline for a ride to the Bird Disembark, then another tram up to Alta To crowd the slopes even more.</p> <p>What do we give up with such nonsense? Beauty and peace evermore. Will Alta disappear in the ruckus? Will "improvements" threaten our core?</p> <p>Good intentions have drowned out Glen Canyon, Brought mongoose to Hawaiian shores, Laid waste to mountains and rivers Wilderness forests and more.</p> <p>Oh please relax for a moment To see what's really at stake To save what's truly unique here And give your ambitions a break.</p> <p>Jerry Oyama, [REDACTED]</p> <p>ODE TO LITTLE COTTONWOOD CANYON</p> <p>Here's to the winters that weren't, Here's to the winters that were, The deep powder snow so lovely In bowls and in spruce and in fir.</p> <p>On boards so wide they caused comment We'd glide through glades & through trees The bright, sweet feeling of soft snow So better than hard-pack on knees.</p> <p>And now there's talk of gondola With rumble, with rack and with roar</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Swiging just above homesites It's hard to see what it's for.</p> <p>Distant parking and then on to the buses, Wait inline for a ride to the Bird Disembark, then another tram up to Alta To crowd the slopes even more.</p> <p>What do we give up with such nonsense? Beauty and peace evermore. Will Alta disappear in the ruckus? Will "improvements" threaten our core?</p> <p>Good intentions have drowned out Glen Canyon, Brought mongoose to Hawaiian shores, Laid waste to mountains and rivers Wilderness forests and more.</p> <p>Oh please relax for a moment To see what's really at stake To save what's truly unique here And give your ambitions a break.</p> <p>Jerry Oyama, [REDACTED]</p>	
43314	Oyler, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, snow sheds and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Oyler</p>	A32.3A; A32.3F
49540	Oyler, Kurtis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kurtis Oyler	
51594	Oyler, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Oyler</p>	A32.3A; A32.3F
40325	Ozkan, Dogan	<p>In 2010-2014, there was SkiLink, the original gondola idea connecting all the ski resorts.</p> <p>Then in 2019, HB 78, a reincarnation of 2018 session's HB 136 (sponsored by Rep. Mike Noel) surfaced where the Utah Legislature tried to stop the local County government from showing support for protecting our public lands in the Wasatch.</p>	A32.29VV
51821	p, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan p</p>	A32.3A; A32.3F
49356	p, Poppy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Poppy p</p>	A32.3A; A32.3F
40426	P, Tracy	Wouldn't gondola infrastructure be destroyed by the epic avalanches of April 2023? Snow sheds, enhanced bus service and enforcement of the existing traction law are a far better alternative than the gondola plan.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49203	Paas, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Paas</p>	A32.3A; A32.3F
50688	PA-C, Dixie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dixie PA-C</p>	A32.3A; A32.3F
41241	Pace, Anne	No. I'm against this expensive and intrusive proposition! Please please don't do this to our canyon. It is beyond expensive and, worst of all, does irreversible damage to the canyon.	A32.29VV
41245	Pace, Brent	I am opposed to the Gondola being funded by taxpayer dollars. If it serves two private resorts, let them pay for it.	A32.29VV
54837	Pace, Camilla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camilla Pace</p>	A32.3A; A32.3F
52831	Pace, Charly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charly Pace</p>	
52119	Pace, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Pace</p>	A32.3A; A32.3F
49302	Pace, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Pace</p>	A32.3A; A32.3F
54023	pace, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney pace</p>	A32.3A; A32.3F
41789	Pacheco, Eduardo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eduardo Pacheco</p>	
49227	Pack, Cera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cera Pack</p>	A32.3A; A32.3F
42009	Pack, Jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaime Pack</p>	A32.3A; A32.3F
49283	Pack, Robinson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robinson Pack</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47823	Packard, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Packard</p>	A32.3A; A32.3F
43243	Packard, Denai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Denai Packard</p>	A32.3A; A32.3F
52714	Packard, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Packard</p>	A32.3A; A32.3F
51250	Packard, Shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawn Packard</p>	
42318	Packer, Angie	<p>Roadless areas act as buffers for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within Roadless Areas.</p> <p>There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Research shows that wire rope systems are not infallible and there will come a time when evacuation will be required</p>	A32.29VV
44170	Packer, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Packer</p>	A32.3A; A32.3F
40851	Packer, Ellianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellianne Packer</p>	A32.3A; A32.3F
42322	Packer, Greg	<p>2. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.29VV
45828	Packer, Josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Josie Packer	
46143	Packer, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Packer</p>	A32.3A; A32.3F
46163	Pacor, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Pacor</p>	A32.3A; A32.3F
45245	Paddock, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Paddock</p>	A32.3A; A32.3F
53478	Paddock, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Paddock</p>	
53896	Padgett, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Padgett</p>	A32.3A; A32.3F
39779	Padilla, Breanna	I don't want the gondola. Thanks!	A32.29VV
53054	Pagano, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Pagano</p>	A32.3A; A32.3F
41891	Page, Alec	I'm a daily recreator in the cottonwoods, and I'm concerned about the environmental impact of the gondola, primarily in its construction period but also over its operating lifetime. Whether the developers have a way around the technical requirements of the roadless areas, it's clear to me that constructing and operating the gondola in those zones would directly contradict the intention behind setting up those zones. The Cottonwood canyons, especially LCC, are an incredible gem of the Salt Lake area, and while we already have roads and ski resorts in them, we should do all we can to protect them and their natural wildlife moving forward.	A32.3A; A32.3F
49666	Page, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Alec Page</p>	
55848	Page, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Page</p>	A32.3A; A32.3F
49003	Page, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Page</p>	A32.3A; A32.3F
47764	Page, Johannes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johannes Page</p>	A32.3A; A32.3F
50119	page, Kyla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyla page</p>	
45605	Page, Nathan	<p>To whom it may concern,</p> <p>Stop the silly Gondola!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Page</p>	A32.3A; A32.3F
44230	Pageau, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Pageau</p>	A32.3A; A32.3F
48856	Paige, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Paige</p>	A32.3A; A32.3F
54221	Paige, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Paige</p>	
52944	Paine, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Paine</p>	A32.3A; A32.3F
52865	Painter, Eve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eve Painter</p>	A32.3A; A32.3F
52753	Painter, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kelly Painter	
50706	Painter, Talia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Talia Painter</p>	A32.3A; A32.3F
41806	Paisley, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Paisley</p>	A32.3A; A32.3F
46211	Pajic, Nikolina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicolina Pajic</p>	A32.3A; A32.3F
49112	Palahnuik, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Palahnuk</p>	
55697	Palaia, Cedar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cedar Palaia</p>	A32.3A; A32.3F
42735	Palau, Alana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>BUS SERVICE like Zion!! If it worked for a National park, it can work for LCC!</p> <p>Regards, Alana Palau</p>	A32.3A; A32.3F
49808	Palepoi, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Palepoi</p>	A32.3A; A32.3F
50002	Palepoi, Rya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rya Palepoi</p>	
46984	palermo, em	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, em palermo</p>	A32.3A; A32.3F
46973	Pally, Ada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ada Pally</p>	A32.3A; A32.3F
43936	Palm, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Bridget Palm</p>	
53821	Palma, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Palma</p>	A32.3A; A32.3F
51660	Palma, Natasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natasha Palma</p>	A32.3A; A32.3F
52478	Palma, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Palma</p>	A32.3A; A32.3F
39935	Palmer Steele, Robyn	<p>I am absolutely opposed to Gondolas and also to tolls in our canyons. I am especially opposed to taxpayer funded gondolas as they will not benefit most of the taxpayers.</p>	A32.29VV
41753	Palmer, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Palmer</p>	
52973	Palmer, Alyssandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssandra Palmer</p>	A32.3A; A32.3F
53215	Palmer, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Palmer</p>	A32.3A; A32.3F
45112	Palmer, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Palmer</p>	A32.3A; A32.3F
53133	Palmer, Bobbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bobbi Palmer</p>	
40060	Palmer, Breanne	<p>I am greatly concerned that UDOT seems to be ok justifying proceeding with the gondola despite certain areas being protected as roadless areas. The gondola is a means of transporting people up and down the canyon which makes it a pedestrian highway. This absolutely should be considered an extension of a road, and therefore taken off the table as an option.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p>	A32.3G; A32.10G
40059	Palmer, Breanne	<p>I am greatly concerned that UDOT seems to be ok justifying proceeding with the gondola despite certain areas being protected as roadless areas. The gondola is a means of transporting people up and down the canyon which makes it a pedestrian highway. This absolutely should be considered an extension of a road, and therefore taken off the table as an option.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p>	A32.3A; A32.3I
50814	Palmer, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Palmer</p>	A32.3A; A32.3F
47182	palmer, cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, cassidy palmer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51613	Palmer, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Palmer</p>	A32.3A; A32.3F
49919	palmer, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella palmer</p>	A32.3A; A32.3F
46172	palmer, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh palmer</p>	A32.3A; A32.3F
39853	Palmer, Josh	Just bail on the gondola idea already. You already know the public doesn't want it and it's not the best long term scalable, sustainable solution.	A32.29VV
46320	Palmer, Juliette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliette Palmer</p>	
55375	Palmer, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Palmer</p>	A32.3A; A32.3F
51106	Palmer, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Palmer</p>	A32.3A; A32.3F
53167	Palmer, Preston	<p>To whom it may concern,</p> <p>As a born and raised Utahn, mountaineer, and ski resort worker, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in Little Cottonwood canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Preston Palmer</p>	A32.3A; A32.3F
50955	Palmer, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Palmer</p>	
47544	Paltauf, Annalisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annalisa Paltauf</p>	A32.3A; A32.3F
43254	Pan, Mirren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mirren Pan</p>	A32.3A; A32.3F
47996	Panaccione, Amelie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelie Panaccione</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46908	Pancoast, Wesley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wesley Pancoast</p>	A32.3A; A32.3F
46940	Pandey, Nitant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nitant Pandey</p>	A32.3A; A32.3F
53735	Pandher, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Pandher</p>	A32.3A; A32.3F
43688	pando, valeria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, valeria pando</p>	
53423	Pangallo, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Pangallo</p>	A32.3A; A32.3F
49320	Pangborn, boden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, boden Pangborn</p>	A32.3A; A32.3F
48749	Panish, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Panish</p>	A32.3A; A32.3F
50704	Pannier, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Pannier</p>	
55203	Pantazelos, Maia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maia Pantazelos</p>	A32.3A; A32.3F
55314	Papa, Kaiti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaiti Papa</p>	A32.3A; A32.3F
45291	Papadakis, Pavli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pavli Papadakis</p>	A32.3A; A32.3F
48911	Papamechail, Daria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daria Papamechail</p>	
51393	Papastamos, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Papastamos</p>	A32.3A; A32.3F
40401	Papillon, Chantal	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A
40400	Papillon, Chantal	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.29VV
39382	Papillon, Chantal	<p>With all my respect, I believe this process failed from the very beginning to address the real problem AND to listen to those who are more concerns about it, naming the people. The ordinary people. Those who wants to live in a quiet neighborhood and from time to time, escape and enjoy the natural beauty of Little Cottonwood Canyon.</p> <p>The fact that, from the very beginning, UDOT didn't take into account the Roadless Rule is for me unexcusable. The fact that UDOT refuse to recognize the opinions and desires of a majority of citizens (88 % of the comments, don't want a gondola) is un-excusable. The fact that in 2023, UDOT is thinking AND PUSHING a project that goes against currant and common sense considering the need to protect and rejuvenate wild and natural places in a collapsing world is un-excusable.</p> <p>Please, listen to the people. Listen to your heart. The gondola is not the solution. The gondola will destroy this unique environment for ever. Please.</p>	A32.29VV
46371	Paquette, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Paquette</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40719	Paquette, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Paquette</p>	A32.3A; A32.3F
53613	Parada, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Parada</p>	A32.3A; A32.3F
42207	Paradis, Andrew	<p>The gondola should not be constructed in Little Cottonwood Canyon and should not be exempted from the roadless rule. The gondola only benefits the customers of two privately owned businesses and amounts to a handout of public dollars to private businesses. These businesses already are responsible for substantial crowding and congestion in the canyons, which creates a negative impact for other users and the environment. Given the unique environment of Little Cottonwood Canyon, these businesses should be required to limit the number of daily customers (much like movie theaters must to meet fire code).</p>	A32.3A
42229	Paradis, Ann	<p>I feel that building a gondola in LCC violates the roadless rule. The construction of the gondola is a huge project and would have a significant negative impact on the wildlife and the wilderness. I don't think it will solve the congestion and parking issues in LCC</p>	A32.3A
46637	Paradis, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Paradis</p>	A32.3A; A32.3F
51675	Paratore, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Paratore</p>	
46663	Parcell, Nik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nik Parcell</p>	A32.3A; A32.3F
43347	Pare, Shealyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shealyn Pare</p>	A32.3A; A32.3F
46487	Pareja, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Pareja</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50711	Parham, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Parham</p>	A32.3A; A32.3F
42649	Paris, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Paris</p>	A32.3A; A32.3F
54192	Parish, Aleah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleah Parish</p>	A32.3A; A32.3F
41478	Park, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Park</p>	
42856	Park, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Park</p>	A32.3A; A32.3F
44074	Park, Kasey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasey Park</p>	A32.3A; A32.3F
46434	Park, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The audacity to use my tax dollars on something that only a small percentage of the population uses, that will be not operating half the season, is disgusting. No one wants the gondola. Pay our bus drivers more, add more bus routes, and add a toll system BEFORE even considering a gondola construction.</p> <p>Regards, Marco Park</p>	A32.3A; A32.3F
45050	Park, Taylor	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Park</p>	
52909	Parker, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Parker</p>	A32.3A; A32.3F
47879	parker, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria parker</p>	A32.3A; A32.3F
49452	Parker, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Allison Parker</p>	
52611	Parker, Bill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bill Parker</p>	A32.3A; A32.3F
39475	parker, clayton	<p>Hello,</p> <p>It's very obvious the proposed gondola will be a huge impact to LLC, as well as a road widening. Why not try the a less impactful option first? Triple the busses and provide more parking. Charge canyon tolls on busy days for vehicles carrying less than three people.</p> <p>I have been skiing Snowbird for 49 years. This year has been the worst by far! Of course there has been more canyon closures due to the extreme weather and I must say UDOT has done and excellent job getting the canyon open. The problem comes from lack of buses, which in turn has created more cars and a parking nightmare. Once I make it to the ski hill, the lift lines have been very manageable. So what has changed? It's the lack buses. Who is getting paid off here? Really, not enough bus drivers – BS. I see empty buses in the valley on weekends when the bus would be full in LLC (and BBC as well).</p> <p>Try it first. Significantly increase the busses and install a parking garage at all the Cottonwood resorts. Very low impact and the problem is solved. This will solve the BBC problem as well.</p> <p>Clayton Parker</p>	A32.29VV
41298	Parker, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Parker</p>	A32.3A; A32.3F
53549	Parker, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Frankly, using this significant amount of funding on a project that essentially only benefits private entities (the ski resorts) is an irresponsible use of public</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>tax dollars. Furthermore, claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I also have a difficult time seeing the EPA signing off on this alternative, even if it is UDOT's preferred agency. There is too much damage to sacred open space in Little Cottonwood Canyon to be able to truly mitigate the impacts of the proposed gondola.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Parker</p>	
41663	Parker, Ilysa	<p>Road construction is typically prohibited in federally protected roadless areas and I believe the gondola should not be an exception to this. These areas to protect air, water, wildlife, and recreation opportunities.</p> <p>In addition, I believe the DOT should adjust its assessment to include the impact of electric buses not just higher impact diesel buses.</p>	A32.3G; A32.10G
47083	Parker, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Parker</p>	A32.3A; A32.3F
40939	Parker, Josh	No gondola	A32.29VV
53868	Parker, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Parker</p>	A32.3A; A32.3F
48364	Parker, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Parker</p>	
54254	Parker, Kenzley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzley Parker</p>	A32.3A; A32.3F
55092	Parker, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Parker</p>	A32.3A; A32.3F
42014	Parker, Kyann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyann Parker</p>	A32.3A; A32.3F
53950	Parker, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Parker</p>	
42815	Parker, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Parker</p>	A32.3A; A32.3F
54223	Parker, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Parker</p>	A32.3A; A32.3F
40189	Parker, Michael	<p>I have been skiing at Alta for 60 years and continue to enjoy the slopes. I have followed this issue throughout the process. I haven't seen a single presentation regarding the capabilities of the system, i.e. how many people per hour; costs per passenger; accommodation of waiting riders during periods of maximal use and inclement weather. Friends of Alta presented their information but I'm unaware of an equivalent release of information by the DOT. Unidirectional travel during peak hours and inclement weather would solve the issues.</p>	A32.29VV
49614	Parker, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Parker</p>	
51026	Parker, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Parker</p>	A32.3A; A32.3F
41664	parker, stephen	<p>A gondola is an expensive and, at best, an incomplete solution to the LCC transportation issues. It does nothing to solve the traffic issues at the base of the two canyons. It is a relatively slow and inefficient means of human transport. Very high price tag for the gondola would be better spent on; improved bus transport (including electric buses), snow sheds, road improvements, monitoring and limiting vehicles to the number of available parking spaces.</p>	A32.29VV
40149	Parkerson, Lindsay	<p>It seems the solution is a given no brainer with the enhanced bus at the lowest cost being the best financial decision as well as the lowest impact on the environment or the climbing community.</p>	A32.29VV
44037	Parkes, Quincy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quincy Parkes</p>	A32.3A; A32.3F
53718	Parkin, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Parkin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44807	Parkin, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Parkin</p>	A32.3A; A32.3F
51006	Parkins, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Parkins</p>	A32.3A; A32.3F
51559	parkins, wayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, wayne parkins</p>	A32.3A; A32.3F
46340	Parkinson, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Parkinson</p>	
47292	Parkinson, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Parkinson</p>	A32.3A; A32.3F
47397	Parkinson, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Parkinson</p>	A32.3A; A32.3F
41601	Parkinson, Lucas	<p>The lack of transparency and actual benefit that would come from this project is alarming. It has all of the makings of taxpayer subsidy for the wealthy owners of Alta and snowbird to capitalize further while harming the pristine nature of little cottonwood. The fact that this is still up for debate is extremely discouraging</p>	A32.29VV
56284	Parks, Brittany	<p>To whom it may concern,</p> <p>Hi UDOT!</p> <p>First, thanks for all you did to keep us are on the roads in all that snow this winter! I wanted to write to let you know I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few and reducing free-market competition among the resorts. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for listening!!</p> <p>Regards, Brittany Parks</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47927	Parks, Danny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Parks</p>	A32.3A; A32.3F
43786	Parks, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Parks</p>	A32.3A; A32.3F
54934	Parks, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Parks</p>	A32.3A; A32.3F
42551	Parmer, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Parmer</p>	
46135	Parmley, Kali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kali Parmley</p>	A32.3A; A32.3F
54296	Parnegg, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Parnegg</p>	A32.3A; A32.3F
53169	parr, nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nathan parr</p>	A32.3A; A32.3F
44801	Parraga, Jean-Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jean-Paul Parraga</p>	
46850	Parra-Gomez, Tomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tomás Parra-Gómez</p>	A32.3A; A32.3F
51760	parrish, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex parrish</p>	A32.3A; A32.3F
47431	Parrish, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dan Parrish</p>	A32.3A; A32.3F
46909	Parrot, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Parrot</p>	
41866	Parry, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Parry</p>	A32.3A; A32.3F
41780	Parry, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Parry</p>	A32.3A; A32.3F
40869	Parry, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Bryce Parry	
53116	Parry, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Parry</p>	A32.3A; A32.3F
43302	Parry, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Parry</p>	A32.3A; A32.3F
46500	Parry, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Parry</p>	A32.3A; A32.3F
48426	Parry, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I will always support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Parry</p>	
42167	Parshall, Lisette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisette Parshall</p>	A32.3A; A32.3F
56292	Parsons, Brady	<p>To whom it may concern,</p> <p>If you want to improve traffic congestion, extend the passenger train system from Provo to Logan. The project would gather more public support and prove far more lucrative upon completion. Furthermore, Utah State University would likely provide funding and passengers in response to recent needs of the local populace. I fully oppose the Little Cottonwood Canyon Gondola project—the desire for innovation is admirable, but would be better applied to other forms of transit. Save yourselves the trouble and build on what has already succeeded.</p> <p>Regards, Brady Parsons</p>	A32.29VV
39964	parsons, Matthew	<p>Please consider the impact on roadless areas as the last strike against the gondola. The impact on these sensitive areas is just another example of the disruption of our beautiful canyon. Sure seems like a corrupt ploy to create a Snowbird-Alta tram that only benefits 2 resorts to the detriment of bringing canyon congestion into our community and huge cost to all taxpayers in the name of a transportation solution. Please listen to public opinion and invest in more logical and less impactful solutions such as bussing and tolling. Please look into yourselves and stand up to Alta-Snowbird-political pressures to make the right decision for our canyon.</p>	A32.29VV
39910	Parsons, Maya	<p>I do not want the gondola. It will diminish the beauty of little cottonwood canyon and ruin existing climbing sites. Also, if the gondola we'd to built, there would still be traffic tog etc to the parking lot so stop with the signs saying that we need the gondola because the traffic is so bad. Getting a gondola will not stop traffic because cars will still line up to get parking at the La Caille parking lot.</p>	A32.29VV
43658	Parsons, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Parsons</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39687	Parsons, Sue	NO to the gondola!! Please preserve our canyons and not implement a very expensive and taxing solutions for ONE purpose: Snowbird and Alta. Try other options first like Tolls and eBuses.	A32.29VV
42214	Parsons, TJ	<p>I am in opposition to the gondola, as it directly violates the Roadless Area Conservation Rule. The construction of gondola towers will have a serious impact on the local flora and fauna and watershed.</p> <p>Not to mention it's expensive, impractical, and unlikely to be a viable solution to canyon traffic, as it does nothing to address the arguably worse issues in Big Cottonwood Canyon.</p> <p>The gondola will benefit only two privately-owned ski resorts, and to ask taxpayers to pay for it is grossly irresponsible - especially when taxpayers will not even be able to use the gondola to access the public lands within the canyon.</p> <p>Please do the right thing and explore solutions that solve the actual problem, instead of lining the pockets of a select few.</p>	A32.3A; A32.3F
49612	Partain, Sydra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydra Partain</p>	A32.3A; A32.3F
49162	Partridge, Judd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Judd Partridge</p>	A32.3A; A32.3F
54954	Paryavi, Mohammad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mohammad Paryavi</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51196	Paschall, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Paschall</p>	A32.3A; A32.3F
50397	Pasek, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Pasek</p>	A32.3A; A32.3F
45215	Pasmann, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Pasmann</p>	A32.3A; A32.3F
47426	Passaniti, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Passaniti</p>	
46536	Pastorik, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Pastorik</p>	A32.3A; A32.3F
48895	Pastrana, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marco Pastrana</p>	A32.3A; A32.3F
44405	Pastrian, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Pastrian</p>	A32.3A; A32.3F
56011	Pastula, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Pastula</p>	
51438	patch, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher patch</p>	A32.3A; A32.3F
50954	Patel, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ash Patel</p>	A32.3A; A32.3F
42152	Patel, Shiba	<p>A gondola would not help solve the ongoing traffic problem in an effective way. Also the benefits only help corporate greed of the resorts and those who got paid to advocate for the gondola. If traffic environmental impact and demand of most Utahns residents were the important points of solving the issues with Little Cottonwood Canyon passage, the gondola option would not be considered at this point.</p>	A32.29VV
44591	Patel, Sthuti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sthuti Patel</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42398	Paterson, Danielle	<p>In regards to Little Cottonwood Canyon and the impact a large scale gondola would have on the canyon I would like to voice some reasons how this is a terrible idea. The riparian environment in Little Cottonwood Canyon is mostly wild and sensitive. A gondola would devastate this sensitive and unique environment by constructing roads to install and maintain gondola towers. The roads needed to maintain and install the gondola towers would jeopardize water quality by adding enormous disruption to the soils, plants and animals by creating roads and access points to the riparian. This would add enormous erosion increasing turbidity to the stream. We jeopardize our water quality by constructing this idea. The riparian plants and animals would be devastated in the construction of such a monstrosity. It is shocking to think this was not included in the original NEPA process!!!!</p> <p>Here are my main points of contention:</p> <p>1- This gondola is proposed to help with traffic. Yet, the number of people it would service is very few. Also, this year is a good case in point for how disastrous a gondola would function in the canyon. Gondolas cannot function with wind and high avalanche conditions. A gondola wouldn't be running much this year. The change in climate in our State of Utah and our nation should be obvious that this resolves nothing to help with transportation. It has been only proposed to be used during the winter months and only serves the 2 ski resorts. It does not consider back country skiers, climbers, or hikers.</p> <p>2- the cost to create such a contraption is astronomical. I grew up near the canyons, and they are precious and unique. The thought of turning them into some kind of amusement park is disturbing and horrific.</p> <p>3- there are many ideas for cost effective ways to promote less traffic, preserve the environment and create a safe and viable way to enjoy our mountains. We have not truly tapped into busing options, tolls and shuttles (which are far less costly and practical.</p> <p>4- what people don't realize is the amenity of our canyons is their natural geologic beauty and the uniqueness of them being situated so close to a city. This requires us to take special care and mindfulness of what we have versus selling our souls to the devil for two ski resorts. This proposal is unabashedly designed to help only the ski resorts and advertising a Disneyland like approach to skiing.</p> <p>5- I am also highly aware that there are migratory bird aspects to our riparian environments in the canyon. There are also archaeological remains that are sensitive in the canyon. These things should also be highly regarded and looked at in the environment, impact statement. It is reckless to move forward in my opinion without try and many other less expensive options first. Because Utah is growing fast, we should consider many solutions instead of an option of bankruptcy! The wealth and beauty of the canyons is our inheritance, let's not waste our canyon and our precious tax dollars</p>	A32.29VV
42376	Paterson, Joel	<p>I am opposed to the proposed gondola project in Little Cottonwood Canyon. There are better alternatives that will actually help with the traffic and improve transportation safety in Little Cottonwood Canyon that will be much more cost effective. The gondola will not improve traffic congestion and is designed to directly benefit two private businesses - Alta and Snowbird ski resorts and not address access for other activities and users of the canyon. Instead, the gondola will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I very disturbed that the proposal totally disregarded the roadless area regulations, demonstrating how difficult it is to trust that the proponents of the gondola really care about the environment and the ecosystems within the canyon.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while overwhelmingly benefiting two private businesses. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
54938	Patey, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sarah Patey</p>	
49786	Pathiyil, Sid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sid Pathiyil</p>	A32.3A; A32.3F
55702	Patocka, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Patocka</p>	A32.3A; A32.3F
52158	Paton, Lila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lila Paton</p>	A32.3A; A32.3F
56000	Paton, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Paton</p>	
39390	Patterson, Brandon	I am asking that the Roadless Rule boundaries be upheld for us to protect our Wilderness Areas.	A32.29VV
50075	Patterson, Chelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelby Patterson</p>	A32.3A; A32.3F
42701	Patterson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Patterson</p>	A32.3A; A32.3F
49239	Patterson, Graham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Graham Patterson</p>	A32.3A; A32.3F
50235	Patterson, Jamie	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Patterson</p>	
56323	Patterson, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Patterson</p>	A32.3A; A32.3F
43566	Patterson, Maegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maegan Patterson</p>	A32.3A; A32.3F
43759	patterson, malissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, malissa patterson</p>	
46420	patterson, phoenix	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, phoenix patterson</p>	A32.3A; A32.3F
55507	patterson, Ralph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ralph patterson</p>	A32.3A; A32.3F
48327	Patterson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Patterson</p>	A32.3A; A32.3F
46293	Patton, Catie	<p>To whom it may concern,</p> <p>I cannot stress enough how reprehensible and evil this entire process has been regarding Gondola construction plans and mitigation of Little Cottonwood Canyon traffic. Not only have you disregarded the consensus that this would be devastating to canyon recreation, natural ecology, and watershed conservation, but you have slapped every Salt Lake City resident in the face by completely ignoring the majority and concerns of the people. What an abhorrent and disgusting display of capitalistic power and bias for those who profit from the destruction of our natural environment. In fact, it is quite obvious that UDOT</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>is corrupted by the ski industry and other private companies that want to make lots of money from this project. You are going to use the money of the people to stomp over us and extend the impacts of climate catastrophe. Rather than using a bus shuttle system like Zion National Park, or other well controlled transportation systems you'd love to ruin a canyon forever. Permanently. Shame on you all. If this ever happens know that the people have the power and we will not let this project ever be built. I'll see you in █████ UDOT.</p> <p>Regards, Catie Patton</p>	
39755	Patton, Noah	<p>Rail, rail, and more rail.</p> <p>This is the best option we have, especailly if it can be connected with other trax/frontrunner routes.</p> <p>I would absolutely love to get on trax for it to take me directly to another train up the mountain.</p> <p>I know we aren't Europe, but maybe take a page out of their book, where essentially every mountain has rail going up to it. It may be more expensive up front but will pay for itself in the long term. Expanding road does nothing and only has diminishing returns due to constant upkeep, and environmental impact. Road expansion should never be the answer, it only throws away money in the long term, where rail consistently shows to pay for itself.</p> <p>Stadler has even put in their own proposal for putting rail up the canyon.</p> <p>Please, please go with the rail option. It is future proof, and is the most environmentally friendly.</p> <p>The gondola doesn't make sense, as people will still have to drive to it.</p> <p>If we truly want to expand our transit, this is a great step.</p> <p>Again, I will repeat, being able to take transit to the base of the mountain, and then continue to take it up would be great.</p> <p>Please go with a rail option.</p> <p>More trains please.</p> <p>Also, this could be nicely paired with an expansion of trax that ACTUALLY goes to the canyons.</p> <p>Especially if you could offer the option of taking trax directly from the airport to the canyons, how great that would be.</p> <p>Please, expand trax to the base of the mountains, with a train that actually goes up it.</p> <p>Rail is our best and only option.</p>	A32.29VV
40074	Patton, Ross	<p>I grew up in Little Cottonwood Canyon. I began skiing there as soon as I could stand up. My dad has worked in ski resort operations my entire life, including several decades at Snowbird.</p> <p>The roads built to construct the gondola do not violate the Roadless Area Conservation Rule. These are not permanent roads. Just like the roads that were built to construct the Snowbird Aerial Tram, they will be restored, and the forces of nature will erase them. Once the gondola is built, all service and maintenance will be done from service cart conveyances from the gondola itself, just like the Snowbird Aerial Tram and the countless gondolas around the world. I doubt that a single human being has had to physically climb a tram tower at Snowbird from the ground in more than 40 years.</p>	A32.29VV
39642	Patton, Thomas	<p>I am in support of the gondola option if (and only if) at least 80% of the costs are covered by the 2 LCC resorts. If this cannot be guaranteed then increased bus service with no personal cars allowed in the canyon (other than homeowners) should be implementd ala Zion NP.</p>	A32.29VV
55924	Patty, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Patty</p>	
55712	Paul, Davis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Davis Paul</p>	A32.3A; A32.3F
47666	Paul, Davis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Davis Paul</p>	A32.3A; A32.3F
52274	Paul, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Paul</p>	A32.3A; A32.3F
40490	Paul, Lynn	<p>As a tax paying homeowner in Salt Lake County, a Gondola is the worst possible decision to address the overcrowding of Little Cottonwood Canyon. Even if you waste the tax payers money on such a moronic fleecing of the people, you have failed to show what would be the reason people would actually park and ride this monstrosity you think is gonna be the fix in LCC. Widen the road, tunnel it in the avalanche paths and limiting each resort to a limit of pass users everyday at each resort. See, problem solved without a overpriced gondola.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48569	Paul, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Paul</p>	A32.3A; A32.3F
54267	Paul, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Paul</p>	A32.3A; A32.3F
50293	Paul, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Paul</p>	A32.3A; A32.3F
42980	Paulo, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Paulo</p>	
43097	Paulsen, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Paulsen</p>	A32.3A; A32.3F
43199	Paulsen, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Paulsen</p>	A32.3A; A32.3F
50259	Paulsen, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Paulsen</p>	A32.3A; A32.3F
50603	Paulsen, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Paulsen</p>	
39651	Paulsen, Sarah	<p>I have a question. Why is it acceptable for UDOT and USFS to ignore the Roadless Rule? Does this mean anyone who wants to make money can ignore rules with no consequences if They Think it is justified? We are all held accountable and expected to obey written and legitimate rules and are held accountable for consequences of disobedience. EVERYONE should be expected to do the same.</p>	A32.29VV
43796	Paulson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Paulson</p>	A32.3A; A32.3F
42794	Paulson, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Paulson</p>	A32.3A; A32.3F
54212	Paulson, Courtney	<p>To whom it may concern,</p> <p>UTAH HAS BEEN THROUGH ENOUGH.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Courtney Paulson	
49611	Paulson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Paulson</p>	A32.3A; A32.3F
54510	Paulson, Krysta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krysta Paulson</p>	A32.3A; A32.3F
53495	Pauni, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Pauni</p>	A32.3A; A32.3F
39435	Pautler, Timothy	Roadless Rule boundaries must be upheld over building gondola towers. As a resident of Cottonwood Heights and a regular canyon user please do not permanently damage the canyon with a "solution" that does not benefit residents, does not solve traffic in my neighborhood and cost tax payers at the benefit of private businesses and special interest groups. Thank you.	A32.3A
44385	Pavlik, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Pavlik</p>	
54443	Pavliscek, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Pavliscek</p>	A32.3A; A32.3F
48317	Pawley, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Pawley</p>	A32.3A; A32.3F
46194	pax, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia pax</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54062	Paxton, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Paxton</p>	A32.3A; A32.3F
39410	Paxton, Lisa	The gondola will be useful a few select days a year and barely used otherwise. A few days a year is not worth a billion dollars. It will create horrendous traffic to get to the gondola, terrible parking situations and long, long lines. I recently stood in line for the Snowbird tram, which was awful and inefficient. Chairlifts are better and faster, as are cars and buses. We should try more and better bussing before committing a billion dollars and irreversible ecological damage. Do not destroy our canyon.	A32.29VV
39364	Paxton, Mark	Roadless Rule boundaries must be upheld over building gondola towers.	A32.3A
45759	Payne, Arcadia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arcadia Payne</p>	A32.3A; A32.3F
54953	Payne, Cassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassie Payne</p>	A32.3A; A32.3F
50865	payne, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea payne</p>	
45896	Payne, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Payne</p>	A32.3A; A32.3F
41507	Payne, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Payne</p>	A32.3A; A32.3F
46419	Payor, Claudia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claudia Payor</p>	A32.3A; A32.3F
54207	Payson, Mirra	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mirra Payson</p>	
41835	Paystrup, Joelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joelle Paystrup</p>	A32.3A; A32.3F
43533	Paz, Xavier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xavier Paz</p>	A32.3A; A32.3F
53854	Peachey, Brighton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brighton Peachey</p>	
55081	Peachey, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Peachey</p>	A32.3A; A32.3F
48685	Peacock, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Peacock</p>	A32.3A; A32.3F
42630	Peacock, Taryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taryn Peacock</p>	A32.3A; A32.3F
44258	Pearce, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Pearce</p>	
42917	Pearl, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Pearl</p>	A32.3A; A32.3F
54641	Pearman, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Pearman</p>	A32.3A; A32.3F
41823	Pearson, Brandie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandie Pearson</p>	A32.3A; A32.3F
48081	Pearson, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Pearson</p>	
53926	Pearson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Pearson</p>	A32.3A; A32.3F
45714	Pearson, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Pearson</p>	A32.3A; A32.3F
52340	Pearson, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Pearson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53224	Pearson, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Pearson</p>	A32.3A; A32.3F
54215	Pearson, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Pearson</p>	A32.3A; A32.3F
45487	Pearson, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Pearson</p>	A32.3A; A32.3F
51154	Peatross, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Peatross</p>	
45495	Peatross, Derrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derrick Peatross</p>	A32.3A; A32.3F
41999	Peay, Finley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Please consider the long term effects of this project, including exacerbating the inaccessibility and inequity of outdoor and winter sports for those of lower socioeconomic status.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finley Peay</p>	A32.3A; A32.3F
41913	Pebley, Gaylene	I do not support the gondola proposal. I support enhanced bus options.	A32.29VV
50368	Pebley, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Pebley</p>	A32.3A; A32.3F
41918	Pebley, Mick	I do not want tax dollars to pay for the gondola proposal. I support enhanced bus options.	A32.29VV
45654	Pechacek, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Pechacek</p>	
40377	Pechmann, George	Other options should be explored before the gondola. Using public money to create a transportation system that only goes to private businesses shouldn't even be a discussion. Use more/cheaper busses, restrict traffic to 2+ people per car during peak hours, etc. etc. Do not waste our taxes on this when other issues are more pressing.	A32.29VV
40372	Pechmann, Jessie	I do not support the gondola option. I think financially and logically makes more sense to start with lower risk options such as massively incentivizing bus riding by having buses every 15 minutes, making them FREE and tolling cars. Free lockers, more routes from the valley, bigger parking lots that the buses leave from, etc. Then, in 20 or so years if you need the gondola revisit. In this conservative state, it makes 0 sense not to start with lower risk and cheaper solutions first. Another advantage of incentivizing buses is this could be done in BOTH Cottonwood Canyons - and not spend so much money on just one canyon. The Gondola would permanently damage the view of the ENTIRE length of Little Cottonwood Canyon. I just can't support tax payer money going from near 0 solutions for traffic in the canyons to such a HUGE solution. There are steps that should be taken in between.	A32.29VV
40990	Pechmann, Judith	In regard to the impact of the various alternatives on the roadless areas, I think it is misleading to only consider the base of the gondola towers as the area affected. Only considering the surface footprint of the gondola towers may be technically allowed by the current regulations for IRAs, but the actual impact of the gondola far exceeds the area affected by the base of the towers. The gondola may not be a road, but it would be a major transportation corridor where none currently exists, like an elevated highway, which will affect wildlife, the beauty of the canyon, and the preservation of the wilderness and roadless areas.	A32.3A; A32.3F
49499	Peck, Aleah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aleah Peck</p>	A32.3A; A32.3F
54690	Peck, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Peck</p>	A32.3A; A32.3F
41290	Peck, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Peck</p>	
40447	Peck, Josiah	<p>Irreversible & Rushed Decision</p> <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound." Tax-Payer-Funded, Serving Private Resorts</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. How can it be assured the gondola will be used and actually reduce cars in the canyon? For the gondola strategy to be effective, there will need to be a major change in public habits. With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>What Will it Really Cost?</p> <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion. We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion. If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail. Push Traffic onto Wasatch Blvd. The gondola will not solve traffic issues. It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p>	
43140	Peck, Josiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josiah Peck</p>	A32.3A; A32.3F
47203	Peck, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Peck</p>	A32.3A; A32.3F
44826	Peck, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Peck</p>	A32.3A; A32.3F
40254	Peck, Milo	Recent avalanches in both Cottonwood Canyons that stranded skiers in the ski resorts is solid proof for the need of the gondolas!	A32.29VV
53711	Peck, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Peck</p>	
45124	Pecora, Olivia	<p>To whom it may concern,</p> <p>My name is Olivia Pecora and I am writing to you today to express my thoughts on the proposed gondola project in Little Cottonwood Canyon. I was raised in Salt Lake City and spent nearly every winter during my childhood skiing at Alta. The memories I have in LCC are precious and dear to my heart. I hope to have children of my own someday with whom I can share some of the magic of skiing in LCC. Unfortunately, the proposed gondola threatens that dream.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, mandatory parking reservations at ski resorts, capping canyon entry once capacity is reached, and snow sheds to improve traffic flow during avalanche mitigation.</p> <p>Little Cottonwood Canyon is, in short, ours to protect, not exploit. There are solutions that do not involve spending millions of tax payer dollars to fund destruction of nature.</p> <p>Regards, Olivia Pecora</p>	A32.3A; A32.3F
51793	Pedraza, Arantza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arantza Pedraza</p>	A32.3A; A32.3F
46929	Pedraza, Aranza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aranza Pedraza</p>	
48466	Peel, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Peel</p>	A32.3A; A32.3F
49423	Peeler, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Peeler</p>	A32.3A; A32.3F
40549	Peer, Linda	<p>Please do not build a gondola. It really looks like a financial scam that will not solve the problem and will cost lots of money. Especially, no parking lot for a gondola unless there are lots for busses and ride sharing first. I oppose the gondola.</p>	A32.29VV
43068	Peery, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Samantha Peery</p>	
45555	Pehrson, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Pehrson</p>	A32.3A; A32.3F
48411	Peifer, Elese	<p>To whom it may concern,</p> <p>I grew up in Utah. I skied in big and little cottonwood canyon for my whole life! I started rock climbing in the canyons 4 years ago. This project breaks my heart! With my past experience as a resort employee, additional busses during peak hours and throughout the day would provide the patrons of the resort perfectly adequate transportation . I have always been impressed by UTAs public transportation and think they are more than capable of providing more sustainable options than the gondola.</p> <p>The gondola serves a very small fraction of those who use the canyon. And the potentially high cost of a ticket, \$200, severely increases the barrier of entry for use of outdoor spaces that already exisits and perpetuates an elitist environment. As a child, I had the priviledge of being introduced to resort through skiing; by age 14 I was working at the resort and my pass was comped; presently, I have not skied more than once or twice in the past 7 years simply because I cannot afford it.</p> <p>Though I would love to go more and hope to soon, I have taken up climbing these past 7 years. Climbing has a barrier of entry itself, but as an industry worker, I have taken it upon myself to introduce many people to climbing with resources to decrease the entry cost (e.g. sharing promotional discounted day-pass opportunities, used gear stores, carpooling to climbing spaces, etc.). Maintaining the integrity of Little Cottonwood is imperative to welcoming new people into the outdoor community!</p> <p>For non locals and those who only use the resorts, the gondola is a huge head-turner, media-grabbing, attention hog. But for those of us who use the space in Little Cottonwood for more than just a ski resort, we respect all it has to offer in beauty and recreation - a peaceful and kind space to build community at the rock climbing areas or hiking with friends and family - unadulterated by constant hum of rampant consumerism.</p> <p>The fact that Patagonia is getting involved is not a surprise and should be a huge indicator that something is wrong. Patagonia's founding family recently dissolved the worth of the company (\$3 billion) into supporting preservation of outdoor recreational land. The immensity if that selfless act is exponential to the greediness the gondola serves. A fraction of the money needed for the gondola would cover the cost of sustainable alternatives.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Else Peifer</p>	
40548	Peifer, Gordy	<p>Hello,</p> <p>As a former employee and season pass holder of Alta/Snowbird since 1988 I am against the Gondola. I don't believe it will achieve the desired goal. I won't ride it and none of my friends will either. There are better solutions which don't involve huge towers going up our canyon. From a user standpoint imagine the lift lines for the gondola at the end of the day to get down the canyon. People won't ride it more than once. If you build this it will fail. There are better options. Please do not go against the people's will and sabotage future trust.</p> <p>Thank you,</p> <p>Gordy Peifer</p>	A32.29VV
43114	Peifer, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Peifer</p>	A32.3A; A32.3F
50822	peine, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi peine</p>	A32.3A; A32.3F
50771	Peirce, Karter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karter Peirce</p>	
39689	Peisner, Ian	<p>What more can I say? UDOT just refuses to get it. The public comment has been clear from the beginning--Utahns are OVERWHELMINGLY OPPOSED to this ridiculous project. This was, of course, before we all realized that the proposed gondola towers would be sited in IRAs, unquestionably detracting from their wilderness qualities and going against the spirit (if not the letter) of the law. I (still) VEHEMENTLY OPPOSE this project. It is too expensive, benefits far too few Utahns, has at best a debatably positive impact on traffic, and will diminish the scenic and wildlife values of LCC. When will UDOT realize that it is time to give up? Put this misguided project on the shelf alongside SkiLink, the Interconnect, etc.</p>	A32.29VV
55865	Pekuri, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Pekuri</p>	A32.3A; A32.3F
40620	Pelkington, Marc	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marc Pelkington</p>	A32.3A; A32.3F
43393	Pelkki, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sam Pelkki	
45971	Pell, Jan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jan Pell</p>	A32.3A; A32.3F
52917	Pellegrini, Kloie	<p>To whom it may concern,</p> <p>Pleas do not disrupt this beautiful canyon and peaceful oasis just to benefit the wealthy.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kloie Pellegrini</p>	A32.3A; A32.3F
40340	Pellegrino, Dustin	This winter has been an outlier compared with Utahs average winter. A recent KSL article states LCC averages 11 closure events and this winter has experienced 30. UDOT says the gondola would allow patrons to access ski resorts when the roads are unsafe yet the resorts are open. That scenario is an even greater outlier than the wild winter we all have experienced. The impact to the environment and the grandeur of LCC aside, Why spend billions of dollars on rare occasions.	A32.29VV
53102	Pellerin, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Pellerin</p>	A32.3A; A32.3F
49994	Pelletier, Connor	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Pelletier</p>	
49528	Pelletier, Maude	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maude Pelletier</p>	A32.3A; A32.3F
48399	pelletier, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas pelletier</p>	A32.3A; A32.3F
51649	Pellikan, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>It can be more efficient to put more money towards UTA, create an efficient bus plan with more drivers, and make reservations if people aren't carpooling. This gondola will only ruin access to the canyon and limiting climbing and backcountry. Not worth it when you'll have to pay money to ride the gondola, pay to park by it, and destroy land to build a big parking lot so people can access it. All for it to only run in winter *berring good condition* which is not often. Please think over this decision and support the UTA first</p> <p>Regards, Zach Pellikan</p>	
47184	Pelton, Dawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawn Pelton</p>	A32.3A; A32.3F
46062	pelton, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack pelton</p>	A32.3A; A32.3F
44638	Pelton, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Pelton</p>	A32.3A; A32.3F
44625	Pelton, Mazzie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mazzie Pelton</p>	
51260	Pelz, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Pelz</p>	A32.3A; A32.3F
46239	Pelzer, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Pelzer</p>	A32.3A; A32.3F
48438	Pena, Brandy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brandy Pena</p>	
48625	Pena-alfaro, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Pena-alfaro</p>	A32.3A; A32.3F
45850	Pendas, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Pendas</p>	A32.3A; A32.3F
41638	Pender, Tyler	<p>Building a huge gondola with towers absolutely violates the "is this a road" concept. The tower bases and infrastructure are absolutely as disruptive as a road. if the goal is truly to protect little cotton wood, the ski resorts can cap tickets. Powder Mountain does this. It is insane that the resorts can demand public funding from those who claim to protect the greater area. Rather, the government should demand the resorts cap tickets.</p> <p>since UDOT is responsible for the highway anyway, the bus options should be optimized. A series of renewable energy sourced buses should be optimized, with private vehicle options, and options for resorts with reserved parking and incentives for carpooling.</p> <p>the gondola max capacity does not begin to get up and down the canyon in volumes to support the resorts desired volumes. Thus, even from a resort centric point of view, the gondola is a failure.</p> <p>the massive bottleneck getting on the gondola would devastate the communities. There would be either no parking or require construction of massive garages. This also reinforces that this is as disruptive as a road.</p> <p>most importantly, consider the impact of construction, on the beauty of little cottonwood canyon. Just as bad as a road if not worse. At least a new road would not clutter the entire horizon. A fantastic view out of the canyon is the material of the dreams and memories of the people of Utah. Once altered, it cannot be restored. It is up to you to stop this atrocity.</p>	A32.3A; A32.3H
52819	Pendleton, Evie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evie Pendleton</p>	
49983	Pendleton, Shandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shandon Pendleton</p>	A32.3A; A32.3F
44157	Pendleton, Trina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trina Pendleton</p>	A32.3A; A32.3F
53119	Penechar, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Penechar</p>	A32.3A; A32.3F
45206	Penn, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Penn</p>	
48457	Penna, Cosi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cosi Penna</p>	A32.3A; A32.3F
54849	Penner, Natassia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natassia Penner</p>	A32.3A; A32.3F
52418	Penner, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Penner</p>	A32.3A; A32.3F
41370	Penrod, Bradley	<p>We do not want the gondola. The money is ours, we want a better solution that is not going to be as intrusive.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52925	Penrod, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Penrod</p>	A32.3A; A32.3F
55968	Penrod, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Penrod</p>	A32.3A; A32.3F
49932	Penton, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Penton</p>	A32.3A; A32.3F
47659	Penunuri, Aida	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aida Penunuri</p>	
47527	Penunuri, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Penunuri</p>	A32.3A; A32.3F
47865	Penunuri, Ximena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ximena Penunuri</p>	A32.3A; A32.3F
48106	Penunuri, Yael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yael Penunuri</p>	A32.3A; A32.3F
55985	Peon-Baker, Juan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juan Peon-Baker</p>	
52227	Peper, Cara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project. This canyon is so much more than the ski resorts. My children and I spend summers hiking and exploring nature here. I want them to grow up seeing the beautiful views I love now— not a gondola. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. To take Utah tax dollars to fund this project is wrong, especially when other options are available.</p> <p>Please, consider us in this decision. Not just the ski resorts and those that monetarily benefit from them.</p> <p>Regards, Cara Peper</p>	A32.3A; A32.3F
51913	Peper, Christian	<p>To whom it may concern,</p> <p>Please please.... I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Peper</p>	A32.3A; A32.3F
52386	Peper, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Peper</p>	
54259	peper, jo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jo peper</p>	A32.3A; A32.3F
54709	Peper, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy Peper</p>	A32.3A; A32.3F
39434	Pepin, Megan	<p>The gondola is not the solution. It doesn't even help both canyons. It can't run during avalanche control which is the only time LCC has traffic. It's an eyesore. It can't run during high winds so not even on powder days anyway. It's a waste of tax payer money...also you can't tell me construction isn't going to effect the environment. Teams, crews,</p> <p>Diesel trucks driving on untouched land??</p>	A32.29VV
41284	Pepin, Megan	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
45043	Pepin, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Pepin</p>	
50158	Pepito, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Pepito</p>	A32.3A; A32.3F
44575	Pepp, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Pepp</p>	A32.3A; A32.3F
49291	Pepper, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Caroline Pepper</p>	
56044	Pepper, Tibby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tibby Pepper</p>	A32.3A; A32.3F
50535	Peralta, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Peralta</p>	A32.3A; A32.3F
55201	Perceval, Marine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marine Perceval</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48741	Perconti, Donato	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donato Perconti</p>	A32.3A; A32.3F
54083	Perdue, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Perdue</p>	A32.3A; A32.3F
51628	Pereira, Elayne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elayne Pereira</p>	A32.3A; A32.3F
44877	Pereira, Oliver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oliver Pereira</p>	
48028	Perelman, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl Perelman</p>	A32.3A; A32.3F
40709	Peretto, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Peretto</p>	A32.3A; A32.3F
43307	Pereyra, Giana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giana Pereyra</p>	A32.3A; A32.3F
46468	Perez, Alonso	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alonso Perez</p>	
42813	Perez, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Perez</p>	A32.3A; A32.3F
40793	Perez, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Perez</p>	A32.3A; A32.3F
44991	Perez, Leonardo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leonardo Perez</p>	A32.3A; A32.3F
49946	Perez, Martine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martine Perez</p>	
41799	perez, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick perez</p>	A32.3A; A32.3F
49136	Perez, Omar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Omar Perez</p>	A32.3A; A32.3F
49272	perez, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sage perez</p>	
42724	Perfetti, Apollonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Apollonia Perfetti</p>	A32.3A; A32.3F
43816	Perkins, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Perkins</p>	A32.3A; A32.3F
55761	perkins, Cass	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cass perkins</p>	A32.3A; A32.3F
46739	Perkins, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Perkins</p>	
45247	Perkins, Jaeger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaeger Perkins</p>	A32.3A; A32.3F
40242	Perkins, James	<p>Do not do the gondola or cogwheel or enhanced bus. Do the bus. It would be crazy to choose the enhanced bus or cogwheel or gondola. Don't waste a bunch of money on anything extra. Thank you.</p>	A32.29VV
40982	Perkins, Jane	<p>I FAVOR the Final EIS Proposal of "Enhanced Bus - No Widening." I totally OPPOSE building a massive, intrusive gondola that will forever mar our treasured Little Cottonwood Canyon. I've lived in Sandy, UT for over 40 years, and fully know a gondola is NOT the answer. Keep the current roadway intact, add a variable toll, provide enhanced and electrified buses (no diesel buses), and commit to closing canyon roads to all traffic once certain daily limits are met - THIS is a smart approach that preserves a vital canyon ecosystem and minimizes environmental risks, AND would have a dramatic effect on traffic congestion with a minimum of cost. A gondola threatens the watershed with irreparable harm; visual blight from the massive twenty-two 200+foot towers, cable cars, and nighttime lighting; and increased traffic density in canyon-mouth communities already overwhelmed with vehicular congestion; a "Disneyland-esque" feature for ski traffic. Who thought of this ill-conceived, disastrous proposal that would only have partial decreases of traffic congestion at enormous costs?! The gondola proposal is opposed by the mayors of every directly affected local government (Sandy, SLC, Salt Lake County, Cottonwood Heights, and Alta Town), every conservation group, aligned faith leadership, and the majority of public commenters. The option of "Enhanced Buses - No Widening" is the best option to preserve the canyon, wildlife, air and water quality, and least cost. The public are speaking - LISTEN!</p>	A32.29VV
41376	Perkins, Kea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kea Perkins</p>	A32.3A; A32.3F
44312	Perkins, Madelin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelin Perkins</p>	
39509	Perkins, Marilyn	<p>No gondola! No more taxes! Use buses, create a workable, bus line. No more money to the already over funded, very rich, people who will gain more money from this project. Save our Canyons!!</p>	A32.29VV
39282	Perkins, Megan	<p>No Gondola! I was in favor until I read more about it. No need for a gondola (the expense! ruining the view of the canyon with big poles) for what's essentially a few weeks out of the year. BUSES are the answer!</p>	A32.29VV
54685	Perkins, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Perkins</p>	A32.3A; A32.3F
48125	Perko, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Perko</p>	A32.3A; A32.3F
51320	Perl, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emily Perl	
51163	Perlaki, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Perlaki</p>	A32.3A; A32.3F
45398	Perozo, Diego	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diego Perozo</p>	A32.3A; A32.3F
54562	perpuly, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as lo"Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn perpuly</p>	A32.3A; A32.3F
44502	Perreault, Laurie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurie Perreault</p>	
52520	Perri, Evelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evelyn Perri</p>	A32.3A; A32.3F
45680	Perri, Francesco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francesco Perri</p>	A32.3A; A32.3F
47538	Perri, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Perri</p>	A32.3A; A32.3F
41963	Perriello, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Perriello</p>	
40649	Perrin, Celeste	<p>I beg you to listen to the residents of this state and the recreators of little cottonwood canyon. The sheer number of people leaving comments for this EIS should show you that it is not the preferred solution, regardless of what your technical study shows. Yes the study may lean towards one answer, but you are not creating this solution for engineers but rather for citizens who love this canyon. LISTEN TO YOUR TAX PAYERS! Do not fund and build this eyesore. As a frequent traveler of LCC in the winter, I can guarantee I will not use the gondola even if it were free. This is not the solution. Try something else before spending 6 billion dollars on a massive project that may sit dormant.</p>	A32.29VV
43570	Perrott, Joey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joey Perrott</p>	A32.3A; A32.3F
46005	Perry, Ciera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciera Perry</p>	A32.3A; A32.3F
47687	Perry, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kate Perry</p>	
46414	Perry, Kenya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenya Perry</p>	A32.3A; A32.3F
50857	Perry, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Perry</p>	A32.3A; A32.3F
48806	Perry, Lexis	<p>To whom it may concern,</p> <p>As a utah native, i oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I will not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexis Perry</p>	A32.3A; A32.3F
41828	Perry, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Perry</p>	
49103	Perry, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Perry</p>	A32.3A; A32.3F
45093	perry, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt perry</p>	A32.3A; A32.3F
53648	Perry, Salym	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Salym Perry</p>	
46356	Perry, Skyler	<p>To whom it may concern,</p> <p>I have lived in the salt lake valley my whole life. Could ski as soon as I could walk. I understand the need for a solution to the traffic in our canyons but the biggest gondola in the world payed for by our taxes (most of whom oppose the idea) is not the solution. Little cottonwood canyon is more than the hole of snowbird and alta. Restricting use of the canyons by taking years and years to build a massive gondola with stops only at the resorts is stupid. I am sure i will not be heard or seen but to pay for something i don't agree with on top of having to pay for a gondola that will do nothing for me but create a headache upsets me. Find a new solution that fits the best interests of the community that will be paying for it. Thank you.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Perry</p>	A32.3A; A32.3F
55392	Perry, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Perry</p>	A32.3A; A32.3F
46300	Perry, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Perry</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52021	Perryman, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Perryman</p>	A32.3A; A32.3F
40861	Perryman, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Perryman</p>	A32.3A; A32.3F
55917	Persons, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Persons</p>	A32.3A; A32.3F
51120	Peruffo, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Peruffo</p>	
41093	Peseri, Alexandra	<p>Please do not move forward with the gondola. The financial, environmental, and social cons surpass the inconsistent benefits. I appreciate the idea to relieve canyon traffic, but we can find more effective and less risky solutions that are supported more heavily by constituents.</p> <p>Thank you,</p> <p>Alexa</p>	A32.29VV
41933	Peshek, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Peshek</p>	A32.3A; A32.3F
55874	Peshkin, Nola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. This mandatory parking reservation system has already proved to be immensely helpful at Alta and Snowbird! The results are here already, and they speak for themselves. We should be working to improve the existing infrastructure, not destroying wildlife and fragile ecosystems to build carnival rides.</p> <p>Regards, Nola Peshkin</p>	A32.3A; A32.3F
54161	Pessoa, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Pessoa</p>	
55257	Petasek, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Petasek</p>	A32.3A; A32.3F
46513	Peters, Beverly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beverly Peters</p>	A32.3A; A32.3F
47217	Peters, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Peters</p>	A32.3A; A32.3F
41500	Peters, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Peters</p>	
55797	Peters, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Peters</p>	A32.3A; A32.3F
45887	Peters, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Peters</p>	A32.3A; A32.3F
56218	Peters, Helen	<p>Hello,</p> <p>Attached are Mayor Wilson's comments on the Supplemental Information Reports. Please acknowledge receipt.</p> <p>Please let me know if you have any questions or need more information.</p> <p>Best, Helen</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	A32.3G; A32.3I; A32.3H; A32.10G
49736	Peters, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Peters</p>	
54528	Peters, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie Peters</p>	A32.3A; A32.3F
48373	Petersen, Alexa	--	A32.29VV
52613	Petersen, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Petersen</p>	A32.3A; A32.3F
46111	petersen, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher petersen</p>	A32.3A; A32.3F
50823	Petersen, Ashley	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Petersen</p>	
54445	Petersen, Barry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barry Petersen</p>	A32.3A; A32.3F
49354	Petersen, Christen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christen Petersen</p>	A32.3A; A32.3F
42573	Petersen, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Christian Petersen	
54220	Petersen, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Petersen</p>	A32.3A; A32.3F
39343	Petersen, Dan	<p>Shut it down. Shut down both canyons to traffic. Only allow deliveries/construction/badged and certified city officials etc. Build a transportation hub (obviously without the gondola) and only allow busses.</p> <p>In the summer toll both canyons like the HOV lanes.</p> <p>Boom done.</p>	A32.29VV
42365	Petersen, Dean	<p>As this comment period only pertains to the IRA areas and Air Quality, I will leave it to that. Anything beyond going green with electric buses will increase pollution. Salt Lake City has grown so much with so much smog that the gondola will just add to the smog. We need to toll people who aren't car pooling to reduce smog as well as switch to electric buses. I am certain you could buy alternative fuel buses for a fraction of the cost of a gondola. As for the IRA areas, you can't build a gondola without affecting them. Plain and simple. Any build job does this, thus should be out of the question. If we go back to the alternative fuel buses, then less pollution will occur and no land will be ruined. Building a tolling station will not affect the IRA spots. So you will accomplish your goal of addressing the traffic, not causing pollution and not affecting the land. This answer seems so obvious, not to mention the tax burden we will see and only be able to address 2 public ski resorts and not really open the beauty of the canyon to everyone. Make the smart decision and do not build the gondola no matter how cool it may look.</p>	A32.10G
49841	Petersen, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Petersen</p>	A32.3A; A32.3F
45156	Petersen, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Petersen</p>	
51237	Petersen, Kiera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiera Petersen</p>	A32.3A; A32.3F
54703	Petersen, Laurie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurie Petersen</p>	A32.3A; A32.3F
50414	Petersen, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Petersen</p>	A32.3A; A32.3F
54459	Petersen, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Petersen</p>	
43884	Petersen, Malia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Petersen</p>	A32.3A; A32.3F
54705	Petersen, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Petersen</p>	A32.3A; A32.3F
41554	Petersen, Natalie	<p>Dear Director Braceras,</p> <p>I write this letter to thank you for your service to the citizens of Utah and request your serious consideration of the long term implications of the proposed gondola in Little Cottonwood Canyon.</p> <p>The first consideration is regarding the building of gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>I ask UDOT to expand its analysis, accounting for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy, such as electric buses.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations.</p> <p>The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I am also very concerned about the impact of a gondola on plants and animals. As building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals.</p> <p>How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a tax paying Utah resident, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p> <p>Again, thank you for the dedication and hard work of your department in serving Utahns. I sincerely hope you will consider my concerns, shared by many Utah citizens, and make a decision based on the long term benefit of our state rather than political pressure.</p> <p>Sincerely, Natalie Petersen</p>	
50352	Petersen, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Petersen</p>	A32.3A; A32.3F
51881	Petersen, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Petersen</p>	A32.3A; A32.3F
54026	Petersen, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye Petersen</p>	
48805	Petersen, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Petersen</p>	A32.3A; A32.3F
47563	Peterson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Peterson</p>	A32.3A; A32.3F
51439	peterson, Adara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adara peterson</p>	A32.3A; A32.3F
55965	Peterson, Ammon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ammon Peterson</p>	
39548	Peterson, Andrew	<p>I am a cottonwood heights resident so these options do effect me directly. At one point, I was 100% in favor of the gondola. After giving the idea more thought and travel multiple times up the mountain to ski this, I have decide UDOT should do nothing. The cost of any of the plans do not outweigh the benefits. In general, the canyon is only congested a small portion of the year. If something had to be done, the additional of a few snow sheads would suffice. The additional bus service is a waste of tax payer dollars as they also are paralyzed in traffic. I will never ride the bus. Most people feel the same way as they are very inconvenient and uncomfortable. It is such an unpleasant experience. The gondola would be the next best option. I would ride this but it will be expensive to construct. Widening the road would be the worst option. The should put in a toll regardless. That will help cut down traffic in general. The fund can be used to improve all roads and reduce taxes in general.</p>	A32.29VV
54005	Peterson, Annabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabelle Peterson</p>	A32.3A; A32.3F
48276	Peterson, Arrington	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arrington Peterson</p>	A32.3A; A32.3F
49438	Peterson, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Peterson</p>	
51344	Peterson, Avalon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avalon Peterson</p>	A32.3A; A32.3F
53535	Peterson, Beck	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beck Peterson</p>	A32.3A; A32.3F
54668	Peterson, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Peterson</p>	A32.3A; A32.3F
44783	Peterson, Carli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carli Peterson</p>	
44776	Peterson, Christy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christy Peterson</p>	A32.3A; A32.3F
49787	Peterson, Clarissa	<p>To whom it may concern,</p> <p>As a Utah local of 5 years, I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clarissa Peterson</p>	A32.3A; A32.3F
52902	Peterson, Colson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Colson Peterson	
43926	Peterson, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Peterson</p>	A32.3A; A32.3F
42776	Peterson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Peterson</p>	A32.3A; A32.3F
54620	Peterson, Ellee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellee Peterson</p>	A32.3A; A32.3F
54930	Peterson, Elliott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elliott Peterson</p>	
53344	Peterson, George	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, George Peterson</p>	A32.3A; A32.3F
54176	Peterson, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Peterson</p>	A32.3A; A32.3F
50378	Peterson, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Peterson</p>	A32.3A; A32.3F
44032	Peterson, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Peterson</p>	
49473	Peterson, Janet	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janet Peterson</p>	A32.3A; A32.3F
51013	Peterson, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Peterson</p>	A32.3A; A32.3F
40041	Peterson, Jordan	<p>When the roadless rule was implemented, it was meant to protect the environment from development, not to encourage alternative forms of transportation to be built in these protected areas. To say it doesn't apply because they aren't motor vehicles is dishonest.</p>	A32.3A
49035	Peterson, josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, josh Peterson	
49566	Peterson, Kait	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kait Peterson</p>	A32.3A; A32.3F
51206	Peterson, Kelissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelissa Peterson</p>	A32.3A; A32.3F
52541	Peterson, Kelsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsie Peterson</p>	A32.3A; A32.3F
40482	Peterson, Kjersten	Locals don't want a gondola this would only benefit Alta and snowbird and would do PERMANENT damage to our beautiful lcc and would destroy the canyon and climbing areas. There are more cost effective solutions that don't involve a gondola	A32.29VV
52454	Peterson, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Peterson</p>	
42347	Peterson, Lance	<p>I am vehemently opposed to the LCC Gondola.</p> <p>I have loved and enjoyed LCC for 2 decades and witnessed the changes and increase in recreation demand over that time. Simultaneously, there hasn't been even an incremental improvement in infrastructure in that time. It's time we tried some of those incremental measures (snowsheds, tolls, better bus service etc) before we spend billions on an albatross of a project that benefits a few financial stakeholders tremendously, but does irreparable harm to the Little Cottonwood viewshed.</p>	A32.29VV
52767	Peterson, Lance	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lance Peterson</p>	A32.3A; A32.3F
54363	Peterson, Madeleine	<p>To whom it may concern,</p> <p>Please. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. It's not the right solution. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed(!), destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Peterson</p>	A32.3A; A32.3F
50189	Peterson, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Peterson</p>	
47923	peterson, marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, marcus peterson</p>	A32.3A; A32.3F
46361	Peterson, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Peterson</p>	A32.3A; A32.3F
41598	Peterson, McCall	<p>I do not want extra lanes, a train or gondola in the canyon! It's socially unjust to build a half a billion dollar gondola to solely benefit the tourists and two businesses.</p> <p>I do not want to exploit the canyon for money that will not benefit the majority of the state.</p> <p>This will leave a huge environmental footprint, and displace over 1,200 plants and animals.</p> <p>The gondola violates the roadless rule, which if that doesn't apply to UDOT it's useless.</p>	32.3G
53713	Peterson, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Peterson</p>	
40035	Peterson, Meimei	No gondola	A32.29VV
48981	peterson, mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mia peterson</p>	A32.3A; A32.3F
56095	Peterson, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Peterson</p>	A32.3A; A32.3F
42754	Peterson, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Peterson</p>	A32.3A; A32.3F
42825	Peterson, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Peterson</p>	
46950	Peterson, Natasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natasha Peterson</p>	A32.3A; A32.3F
47343	Peterson, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Peterson</p>	A32.3A; A32.3F
47376	Peterson, Nya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nya Peterson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52835	Peterson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Peterson</p>	A32.3A; A32.3F
50551	Peterson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Peterson</p>	A32.3A; A32.3F
54653	Peterson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Peterson</p>	A32.3A; A32.3F
54198	Peterson, Raquel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Raquel Peterson	
53975	Peterson, Sadie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sadie Peterson	A32.3A; A32.3F
40683	Peterson, Shaun	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shaun Peterson	A32.3A; A32.3F
41991	Peterson, Spencer	Absolutely do not build the gondola. It will cause irreparable damage to our beautiful canyons. All for private industry benefits at tax payer cost.	A32.29VV
43135	Peterson, Tate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Tate Peterson	A32.3A; A32.3F
48522	peterson, tim	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tim peterson</p>	
55470	Petre, Bogdan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bogdan Petre</p>	A32.3A; A32.3F
49724	Petre, Chelsea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsea Petre</p>	A32.3A; A32.3F
43204	Petree, Jamason	<p>To whom it may concern,</p> <p>I really am against this as a active skier and with family in the SLC area this would really be bad.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jamason Petree	
50275	Petrick, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Petrick</p>	A32.3A; A32.3F
50211	petrick, grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, grace petrick</p>	A32.3A; A32.3F
44746	Petron, Bryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryn Petron</p>	A32.3A; A32.3F
43073	Petronio, Giacomo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giacomo Petronio</p>	
53646	Petrow, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Petrow</p>	A32.3A; A32.3F
47099	Pettis, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Pettis</p>	A32.3A; A32.3F
54558	Pettit, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Pettit</p>	A32.3A; A32.3F
53992	Pettit, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Pettit</p>	
42264	Petty, Daniel	Stop with this madness.	A32.29VV
51841	Petty, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Petty</p>	A32.3A; A32.3F
52650	Petty, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Petty</p>	A32.3A; A32.3F
52903	Petty, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Petty</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47729	Petty, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Petty</p>	A32.3A; A32.3F
39744	Pew, Meghan	<p>The gondola is an inefficient answer to a seasonal issue. The impacts it would have on all of the roadless areas mentioned (regardless of Udots argument that it isn't technically a "road" we all know this still impacts these roadless areas in same ways) will have negative consequences to our watershed. As someone who lives here I can confidently say that I don't know a single person who is for the gondola and am discouraged by the state of Utahs lack of acknowledgment of this widespread known fact when assessing whether to go forward with the gondola or not. Ski season is late November- April (at its peak). Destruction of our natural resources to slap a bandaid on a traffic issue is nothing more than a money grab for the resorts and UDOT. Simply put, you're redirecting traffic to the bottom of the canyon and truly destroying this canyon, not fixing a single thing.</p>	A32.3A; A32.3G
43417	pewtress, maddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maddy pewtress</p>	A32.3A; A32.3F
55657	pferdner, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli pferdner</p>	A32.3A; A32.3F
41603	Pfister, Patrick	<p>The vast majority of Utahns don't want the gondola built. It's not going to alleviate traffic. It's not going to circumvent road closures during avalanche control days. Quite frankly, it's an absolutely terrible idea. If UDOT is this [REDACTED] on ramming the gondola down Utah Taxpayers' throats why not put it on the ballot in November and let us vote on it?</p>	A32.29VV
54322	pfisterer, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth pfisterer</p>	
45162	Pflaum, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Pflaum</p>	A32.3A; A32.3F
52752	Pflug, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli Pflug</p>	A32.3A; A32.3F
46591	Pfotenhauer, Jesko	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jesko Pfothenhauer</p>	
56332	Pham, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Pham</p>	A32.3A; A32.3F
50529	Pham, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Pham</p>	A32.3A; A32.3F
45421	Pham, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Pham</p>	A32.3A; A32.3F
44055	Pharr, Sidney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sidney Pharr</p>	
45013	Pharris, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Pharris</p>	A32.3A; A32.3F
41903	Phelps, Allen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Bad idea that only serves a few and destroys the view</p> <p>Regards, Allen Phelps</p>	A32.3A; A32.3F
51596	Phelps, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Phelps</p>	A32.3A; A32.3F
49149	Phelps, Marinah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marinah Phelps</p>	
55457	Phelps, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Phelps</p>	A32.3A; A32.3F
46653	Phelts, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Phelts</p>	A32.3A; A32.3F
47140	Phelts, Caylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Caylie Phelts	
40202	Philippides, Philip	I have read the supplemental reports and still feel strongly that the amount of impact from the gondola is not worth the benefits gained. I would support the enhanced bus services with no widening.	A32.29VV
52028	Philips, Alyssa	<p>To whom it may concern,</p> <p>The vast majority of Utahans do not want this gondola. Please do not follow through with this. It will only benefit rich tourists and rich Utahans while costing everyone in Utah. We are begging you to not build the gondola.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Philips</p>	A32.3A; A32.3F
46404	Philips, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Philips</p>	A32.3A; A32.3F
44453	Phill, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Phill</p>	A32.3A; A32.3F
50582	Phillippy, Zach	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Phillippy</p>	
42350	Phillips, Camille	<p>After reviewing the supplemental materials, it is clear to me, the enhanced bus and no widening of the road is the preferable choice because it has the least amount of impact to the roadless areas designated by the forest service. When reviewing the rating sheets in the supplemental material, both the widening rode and the Gondola proposals had more environmental impacts than did the enhanced bus proposal. The supplemental material only reinforces the argument that the Gondola is the worst decision to make for our canyons. Not only did is score terribly in the rating values for environmental impact, it will also be the most expensive, will cause irreversible damage to the canyon, and will cause undesirable traffic and parking congestion at the mouth of the canyon. NO GONDOLA!</p>	A32.3A
53097	Phillips, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Phillips</p>	A32.3A; A32.3F
51954	Phillips, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Phillips</p>	A32.3A; A32.3F
44136	Phillips, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Phillips</p>	
45873	Phillips, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Phillips</p>	A32.3A; A32.3F
46201	Phillips, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Phillips</p>	A32.3A; A32.3F
45935	Phillips, Emme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emme Phillips</p>	A32.3A; A32.3F
55859	phillips, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace phillips</p>	
39484	Phillips, Jeffrey	Yes on the gondola. Yes on toll to drive the 210.	A32.29VV
48360	Phillips, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Phillips</p>	A32.3A; A32.3F
43701	phillips, Katheryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katheryn phillips</p>	A32.3A; A32.3F
53275	Phillips, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Krista Phillips	
50124	Phillips, Lola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I urge you to listen to the people. Your people.</p> <p>Regards, Lola Phillips</p>	A32.3A; A32.3F
42897	Phillips, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Phillips</p>	A32.3A; A32.3F
46741	Phillips, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Phillips</p>	A32.3A; A32.3F
42379	Phillips, Patrick	After reading the 'Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives' I have seen no evidence that a gondola or rail alternative will satisfy all parties at stake. This is a solution which will benefit the ski resort access and only in the winter while ignoring the other uses of the canyon in the winter. Not taking in to account the impacts of other forms of recreation in the canyon other than resort access is a red flag in this report. Additionally there is marginal benefit regarding throughput in the canyon that can not be provided in a way that improved bus service and/or an additional lane for buses (which have the option to flex on or off peak hours). This supplemental does not provide additional evidence for a gondola over bus alternatives. The majority of the tax payers do not support and gondola and I do not either. Think about the total use of the canyon not just where the tourist dollars go.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45278	Phillips, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Phillips</p>	A32.3A; A32.3F
40807	Phillips, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Phillips</p>	A32.3A; A32.3F
52546	Phillips, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Phillips</p>	A32.3A; A32.3F
48424	Philpot, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Philpot</p>	
47495	Phinney, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Phinney</p>	A32.3A; A32.3F
48756	Phipps, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Phipps</p>	A32.3A; A32.3F
52808	Phoenix, Lassen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lassen Phoenix</p>	A32.3A; A32.3F
52699	Piccone, Mae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mae Piccone</p>	
48739	Pichardo, Valentino	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valentino Pichardo</p>	A32.3A; A32.3F
49368	Picillo, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Picillo</p>	A32.3A; A32.3F
55842	Pickell, Robert	<p>To whom it may concern,</p> <p>I strongly urge you to remove the gondola as an option for addressing the LCC transportation and access challenges. The flaws with the gondola are almost too numerous to list. Foremost among them, is the fact that the gondola is operationally inefficient. It is only necessary a small number of days a year and on those days simply doesn't move enough people per hour to make sense. The combination of time to park, wait to board and the to ride the gondola likely means trips each way of 2-3 hours. Further, the total capacity relative to skier visits on a busy winter day is insufficient, especially given the cost. Beyond the operational flaws the environmental impacts are simply unacceptable. As are the visual aesthetics of a giant system in a protected environment and jewel of the Wasatch. Simple solutions often are the best, and moving to reserved parking on weekends, more buses, and potentially a number of additional lanes will solve the issue at a fraction of the cost of the gondola and without all the negative impacts. Locals strongly object to the gondola and given that UDOT is a public entity, shouldn't our own transportation department follow the wishes of the people that fund it? It was an interesting idea, but doesn't pass any feasibility test. It's time to move on from the gondola and focus on better</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>alternatives. Regards, Rob Pickell</p> <p>Regards, Robert Pickell</p>	
50331	Pickering, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Pickering</p>	A32.3A; A32.3F
49321	Pickett, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Pickett</p>	A32.3A; A32.3F
45959	Pickett, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Pickett</p>	A32.3A; A32.3F
54987	Pickett, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Pickett</p>	
39489	Pickford, John	<p>This winter has again gone to show the difficulties with keeping the Little Cottonwood Canyon road open with heavy and even medium snow conditions. Busing will not alleviate congestion and will cause increased delays for visitors accessing the canyon recreational facilities. The gondola will be better, require less maintenance, have no impact on air quality and will provide a safe and efficient transport system up and down the canyon. Please pick the Gondola B plan.</p>	A32.29VV
40824	Pickner, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Pickner</p>	A32.3A; A32.3F
40636	Pickner, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Pickner</p>	A32.3A; A32.3F
55634	Pierce, Aarika	<p>To whom it may concern,</p> <p>As a Utah resident and taxpayer, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aarika Pierce	
54633	Pierce, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Pierce</p>	A32.3A; A32.3F
55611	Pierce, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Pierce</p>	A32.3A; A32.3F
42626	pierpont, nathalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, nathalie pierpont</p>	A32.3A; A32.3F
47868	Pierson, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Pierson</p>	
45176	Pierson, Rowan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rowan Pierson</p>	A32.3A; A32.3F
51607	Pierson, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Pierson</p>	A32.3A; A32.3F
45594	Pigue, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Pigue</p>	A32.3A; A32.3F
50662	Pike, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Pike</p>	
55095	Pike, Susan	<p>To whom it may concern,</p> <p>Below is the detailed response to this that I got from Patagonia. However, I want to make it clear that I support everything it says, and see no reason for something like this gondola. It's not fair to the taxpayers, and it's especially not fair to this protected natural area. It furthermore adds to the polarization of our country, dividing up, rich versus poor. We are becoming everything we've always despised in other less progressive nations.</p> <p>It isn't clear to me how this project will benefit the majority of people in Utah, and visit Utah? If you're going to use taxpayer money money for something, please use it for some thing that benefits all. Think about all the underfunded schools.</p> <p>I teach high school science and I see how demoralized the next generation is. I work in a low income school and these kinds of projects just reinforce young peoples impression that they are marginalized. Please really think about what it means to pursue this project.</p> <p>Please do not succumb to big money interests by building this gondola. Please set an example for future generations.</p> <p>Sincerely Susan Pike</p> <p>Regards, Susan Pike</p>	A32.3A; A32.3F
54271	Pike, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Pike</p>	A32.3A; A32.3F
41233	Pikus, John	<p>I believe that consideration of the roadless rule demonstrates many of the most substantial problems with the idea of putting a gondola in Little Cottonwood Canyon. UDOT was tasked with finding a solution to the traffic problem based on mobility and reliability. Little Cottonwood is so much more than simply a road that leads to two privately owned ski resorts. It is a haven for wildlife, an essential part of our water supply in Little Cottonwood, a world class area for backcountry recreation, and so much more. The world's largest gondola will permanently change the character of this brilliant, glacially carved canyon, not to mention potentially shut down iconic rock climbing areas for several years and permanently destroy</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>others. I greatly appreciate all of the work that UDOT does to manage roadways throughout Utah and keep us all safe during periods of high avalanche danger. However, a special place like Little Cottonwood deserves a more holistic approach. Please listen to the people AND their local elected officials and collaborate on finding a less invasive and impactful solution. Preferably one that can also be expanded to cover Big Cottonwood Canyon, which in my experience these past two years as a Cottonwood Heights resident has had significantly worse traffic problems than Little Cottonwood. Thank you for considering my comment, I hope we can all come together to figure out a better solution.</p>	
52279	Pileggi, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Pileggi</p>	A32.3A; A32.3F
50265	Pilimai, Regan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Regan Pilimai</p>	A32.3A; A32.3F
54408	Pilkington, Kyra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyra Pilkington</p>	A32.3A; A32.3F
52490	Pilling, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Pilling</p>	
56342	pilzer, miriam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, miriam pilzer</p>	A32.3A; A32.3F
49986	Pimentel, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Richard Pimentel</p>	A32.3A; A32.3F
47391	Pincus, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Pincus</p>	A32.3A; A32.3F
52209	Pinder, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Pinder</p>	
40663	Pineau, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Pineau</p>	A32.3A; A32.3F
42609	Pineda, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Pineda</p>	A32.3A; A32.3F
49077	Pinegar, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Allison Pinegar</p>	
52163	Pinelli, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Pinelli</p>	A32.3A; A32.3F
40279	Pines, Audrey	<p>Dear UDOT,</p> <p>This Gondola idea is absurd.</p> <p>No one can figure out who is behind it and what the purpose is.</p> <p>It's obvious to all this will not elevate the traffic problem on the few snow days.</p> <p>This will not help others for access for other activities.</p> <p>UDOT is offering a really expensive Lagoon ride that will benefit a few wealthy people.</p> <p>This destroys the canyon for those who love and use the canyon, destroying the natural beauty and serenity.</p> <p>A large majority of citizens, who the canyons actually belong to, want the Gondola.</p> <p>UDOT should be ashamed of themselves.</p>	A32.29VV
49639	Pinho, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Pinho</p>	A32.3A; A32.3F
53772	pinilla, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick pinilla</p>	
41636	Pinnau, Zachary	<p>The gondola is a huge waste of taxpayer money that will only benefit a very select few. The best option would be to limit the cars that can go up but increase the buses. Don't waste taxpayer money.</p>	A32.29VV
44003	Pinnock, Ellis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellis Pinnock</p>	A32.3A; A32.3F
39417	Pino, Jessica	<p>The gondola is too expensive for a sub par solution. Please don't approve or go forward with the gondola. There are other options that would work better. And even if the gondola was cheaper please don't do it.</p>	A32.29VV
44543	Pino, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Pino</p>	A32.3A; A32.3F
47551	Pinter, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alexa Pinter	
42822	Piotrowicz, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Piotrowicz</p>	A32.3A; A32.3F
40676	Piotrowski, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Piotrowski</p>	A32.3A; A32.3F
45053	Piper, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Piper</p>	A32.3A; A32.3F
46092	piper, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire piper</p>	
41847	Piper, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Piper</p>	A32.3A; A32.3F
50288	Piper, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Piper</p>	A32.3A; A32.3F
44655	Piper, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Piper</p>	A32.3A; A32.3F
45371	Pirie, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Pirie</p>	
53241	Piroli, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Piroli</p>	A32.3A; A32.3F
39598	Pirozzi, Cheryl	<p>No gondola in LCC. Please remove the gondola proposal from the RTP. It does not make any sense as a proposed solution to the canyon traffic problem. It is environmentally destructive, expensive, and does not actually effectively solve the problem (for one thing, it addresses only Lcc and does nothing for the congestion of BCC). LCC is a natural treasure to the people of Utah, and the gondola destroys the natural beauty, climbing, and wilderness experience. The obvious, cost effective and actually effective solution that does not destroy the canyon is electric bus service in both LCC and BCC. The people of Utah do not want the gondola. They have spoken again and again and it is time to start listening.</p>	A32.29VV
55420	Pirringer, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Pirringer</p>	A32.3A; A32.3F
46324	Pitcher, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Naomi Pitcher</p>	
56221	Pitsch, Emily	<p>Hello,</p> <p>Please accept this PDF as the comment for the Students for the Wasatch.</p> <p>Thank you, Emily</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p>	A32.10G; A32.3H; A32.3I
41961	pittman, leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, leah pittman</p>	A32.3A; A32.3F
41005	Pittman, Michael	<p>Let's be honest; you do not really want public comment. If you did, you would have already abandoned the Gondola idea after having received many thousands of comments that are overwhelmingly AGAINST the Gondola. And yet, you continue to push forward with the agenda that is clearly driven by those few who stand to benefit from it. There are many possible, better solutions such as: required carpool on heavy traffic days (enforced by police at the mouth of the canyon); additional bus routes, avalanche sheds at White Pines and other prone areas, etc. Please abandon the Gondola idea until we have exhausted other more practical, and affordable options.</p>	A32.29VV
45342	Pitts, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Pitts</p>	A32.3A; A32.3F
45100	Pitz, Zane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zane Pitz</p>	
51236	Pixler, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Pixler</p>	A32.3A; A32.3F
50949	Pixton, Randy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randy Pixton</p>	A32.3A; A32.3F
52063	Pixton, Tyller	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyller Pixton</p>	A32.3A; A32.3F
54425	Pizza, Tony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tony Pizza</p>	
46529	Place, Brenden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenden Place</p>	A32.3A; A32.3F
45598	Placide, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Placide</p>	A32.3A; A32.3F
46587	placide, julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, julia placide</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39820	Plaehn, Mike	Please stop trying to push for a gondola that the majority of citizens do not want. Please stop being greedy. Please don't destroy my favorite place in the world and where I grew up. If you want to solve traffic issues slap the resorts around and get them to drop support of mega passes like Ikon that are flooding our state with out of town traffic. Stop trying to push for infinite growth in a limited space.	A32.29VV
46884	Plancarte, Jasmine	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jasmine Plancarte	A32.3A; A32.3F
40171	planelles, vicente	The gondola is impractical and expensive. The most important aspect of it is that it is not going to provide the solution everyone is looking for. People not going to ski in either of the two resorts will not benefit from it and will still have to drive their cars up the canyon. What is hard for me to understand is why not use the system that is already working, the buses, and simply enhance it with more buses and a wider network of stops. This would be so easy and so pleasant for everyone.	A32.29VV
54739	Plant, Basil	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Basil Plant	A32.3A; A32.3F
52345	Plant, Porter	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Porter Plant	A32.3A; A32.3F
47094	Plaski, Ariel	To whom it may concern, I love the Little Cottonwood Canyon and I STRONGLY oppose the Gondola project and urge you to consider lower cost and more effective alternatives to reducing	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times (like at the Grand Canyon or Zion), enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariel Plaski</p>	
52270	Plata, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Plata</p>	A32.3A; A32.3F
42946	Platt, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Platt</p>	A32.3A; A32.3F
41271	Platt, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Platt</p>	
50323	Platt, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Platt</p>	A32.3A; A32.3F
49541	Platt, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Platt</p>	A32.3A; A32.3F
48916	Platt, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Platt</p>	A32.3A; A32.3F
40470	Pleasance, Chris	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p>	A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54265	Plehn, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Plehn</p>	A32.3A; A32.3F
50383	Pleyel, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Pleyel</p>	A32.3A; A32.3F
49424	pliego, Israel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Israel pliego</p>	A32.3A; A32.3F
49137	Piler, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Pliler</p>	
47318	Pliler, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Pliler</p>	A32.3A; A32.3F
41270	Plisiewicz, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please feel free to personally contact me at any time as I can speak volumes on why I do not support this decision.</p> <p>Regards, Alexa Plisiewicz</p>	A32.3A; A32.3F
50575	Plisson, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Plisson</p>	A32.3A; A32.3F
55827	Plitt, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Plitt</p>	
40471	Plocki, Dylan	Do not build this gondola. Keep nature wild!	A32.29VV
44053	Plombon, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Plombon</p>	A32.3A; A32.3F
39930	Plotner, Jonathan	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas.</p> <p>A \$1 billion+ transportation project within IRAs, which will negatively impact wilderness areas, inhabiting wildlife, and the watershed, directly contrasts with the spirit of the Roadless Rule and the areas it protects.</p> <p>Gondola can't move without a motor. They are motorized vehicles... the motor is in the gondola station....</p>	A32.29VV
55007	Plott, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Plott</p>	A32.3A; A32.3F
52421	Plugge, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Plugge</p>	
48248	Plum, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Plum</p>	A32.3A; A32.3F
40270	Plummer, Jillian	No to the gondola that will forever alter the climbing and landscape in little cottonwood canyon. Other alternatives would save the canyon and support increased traffic.	A32.29VV
46078	Plymale, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Plymale</p>	A32.3A; A32.3F
47042	Poburka, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Poburka</p>	A32.3A; A32.3F
50060	Poch, Carson	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Poch</p>	
55707	Pocorus, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Pocorus</p>	A32.3A; A32.3F
46237	Poe, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Poe</p>	A32.3A; A32.3F
46215	Poggemeyer, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Nathan Poggemeyer</p>	
51005	Pogue, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Pogue</p>	A32.3A; A32.3F
41620	Pohl, Audrey	<p>Dear UDOT,</p> <p>NO GONDOLA. Plain and simple. Construction of it will harm wildlife and the watershed. In unprecedented times like last week with all the huge slides onto the road, I wouldn't feel safe in a gondola. I'd be afraid of the towers getting torn down by the heavy wet snow. I don't like how exclusive the gondola is. It only caters to the resorts and doesn't consider all the spots along the road that people park to access the backcountry. Please invest in enhanced bus system before you make permanent infrastructure changes. Incentivize carpooling, have a cop at the base of the canyon checking snow tires and 4x4/AWD. I'd love to see busses leaving from the park n rides every 10 minutes during peak times. It's extremely suspicious to cut bus lines then promote the gondola. It's really obvious you're not trying every other option before the gondola. Make the bus system really good. So good people can't help but use it. I used to ride the bus all the time until you cut the bus lines. OBVIOUSLY canyon traffic gets much worse when fewer buses are traveling the canyon. Duh. You know this. It's all a big conspiracy and we see right through it. Exhaust your less permanent options before you install an eyesore into our beloved LCC.</p>	A32.29VV
44605	Pohlman, Alan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alan Pohlman</p>	A32.3A; A32.3F
51345	Pohlman, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Pohlman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41606	Pohlman, Stephen	After multiple failed attempts to access both Cottonwoods this year, I am convinced that the gondola route is the only answer. Either one is acceptable to me. None of the other options is the answer	A32.29VV
43742	Poirier, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Poirier</p>	A32.3A; A32.3F
56144	Poirier, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Poirier</p>	A32.3A; A32.3F
40639	Poirier, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Poirier</p>	A32.3A; A32.3F
56113	Poirier, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Poirier</p>	
50392	Pokorny, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Pokorny</p>	A32.3A; A32.3F
46405	Polhill, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Polhill</p>	A32.3A; A32.3F
53041	Polimeni, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Polimeni</p>	A32.3A; A32.3F
46319	Polio, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Polio</p>	
46155	Polk, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Polk</p>	A32.3A; A32.3F
49771	Pollard, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Pollard</p>	A32.3A; A32.3F
53463	Pollard, Vann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vann Pollard</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44525	pollick, gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gracie pollick</p>	A32.3A; A32.3F
51347	Polster, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Polster</p>	A32.3A; A32.3F
48686	Pomeroy, Eliot	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliot Pomeroy</p>	A32.3A; A32.3F
50220	Pompeo, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Pompeo</p>	
41851	Pompili, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Pompili</p>	A32.3A; A32.3F
44831	Pongonis, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Pongonis</p>	A32.3A; A32.3F
54280	Pontes, Thais	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thais Pontes</p>	A32.3A; A32.3F
52179	Pontius, Erynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erynn Pontius</p>	
52705	Poole, Arthur	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arthur Poole</p>	A32.3A; A32.3F
51187	poole, Betsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Betsy poole</p>	A32.3A; A32.3F
47359	Poole, Brienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brienne Poole</p>	A32.3A; A32.3F
42266	Poole, Cheryl	<p>The proposal to build a gondola will not solve the problem of traffic in the canyon. As long as an unlimited number of cars are allowed to drive up the canyon people will choose that option, especially if it is cheaper and more convenient than the gondola. The issue in LCC is mainly caused by Snowbird, who also stands to profit the most if a gondola is built since they own the land where the parking for the gondola would be built. While Alta requires parking reservations Friday-Sunday and weekends during the winter which limits the number of</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>people driving to the resort, Snowbird takes no such action allowing people to park all over the road and exceeding the capacity of cars that should be in the canyon. Snowbird has no incentive to solve this problem as long as parking in the road is allowed. The issue of overcapacity in the canyon could be fixed by requiring Snowbird to limit the number of skiers per day as Alta and many other resorts are doing and also enforcing traction laws in the canyons on snowy days, which is not currently being done. These solutions don't cost Utah taxpayers and solve all the problems without destroying the beauty of LCC. UDOT needs to look at the actual issue here and look at real solutions rather than expensive and unnecessary boondoggles that do not benefit the people of Utah and those who enjoy recreating in the canyon.</p>	
43032	Poole, Kendal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendal Poole</p>	A32.3A; A32.3F
44031	Poole, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Poole</p>	A32.3A; A32.3F
51680	Poore, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Poore</p>	A32.3A; A32.3F
54421	pope, hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hanna pope</p>	
50922	pope, hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hannah pope</p>	A32.3A; A32.3F
40403	Pope, Kathy	<p>I strongly urge you to support enhanced bus service for Little Cottonwood Canyon and not to support a gondola. I care greatly about the beauty of the canyon and health of the watershed and believe that the environmental impact is a strong reason to not construct huge towers in this special place. Thank you</p>	A32.29VV
47682	Pope, Kelsi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsi Pope</p>	A32.3A; A32.3F
45517	Pope, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Pope</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46150	Pope, Simon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simon Pope</p>	A32.3A; A32.3F
42545	Popow, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Popow</p>	A32.3A; A32.3F
53895	Poppleton, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Poppleton</p>	A32.3A; A32.3F
41946	Porad, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher Porad</p>	
44688	Porcher, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, avalanche sheds for safety, maybe dedicated bus lanes on a wider road, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Porcher</p>	A32.3A; A32.3F
42118	Poretsky, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Poretsky</p>	A32.3A; A32.3F
54618	Porritt, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Porritt</p>	A32.3A; A32.3F
40813	porter, abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abby porter</p>	
41994	Porter, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Porter</p>	A32.3A; A32.3F
55310	porter, carissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carissa porter</p>	A32.3A; A32.3F
40503	Porter, Cody	<p>I am adamantly against the proposed gondola. In my opinion this proposal is an irreversible option that was lobbied as a money grab for greedy developers and corrupt public officials. The gondola is not a nimble, or scalable solution that can fluctuate with demand for transport. Additionally Resorts and developers have committed nothing in regards to obligations for this proposal. I'm tired of hearing a flimsy argument that they have to subsidize the cost for riders but there is no language in the transportation proposal about what ski resorts and developers will commit to this plan. No commitment about the cost to ride, no commitment about the cost of parking. Actually the proposal says that parking will be available for a premium price to riders. Additionally this plan does not address the transportation needs and congestion surrounding Big Cottonwood Canyon which might be even worse than Little Cottonwood. This gondola proposal is a very expensive solution that will only operate 5 months out of the year, and if it doesn't work will be a massive wast of funds and cause the destruction of a natural place that makes Utah and Salt Lake City a special place.</p> <p>It is estimated that the gondola will transport about 1000 people per hour, but there are more than 10,000 people entering the canyon during peak season. A billion dollars to service 1/3 of the total volume is nonsense and once again does not address big cottonwood canyon transportation.</p> <p>We need to leverage our current infrastructure to improve transportation. Last year when snowbird had parking reservation system it was very manageable. This year Alta is very manageable with the parking reservation system. When 20% more busses were added to canyon transportation, they immediately filled up.</p> <p>Bottom line, we need to try more reversible solutions before we hit the panic button and destroy something special.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39424	Porter, Cody	<p>I strongly oppose the gondola project and would urge UDOT to consider improving resort shuttle options as an initial step toward understanding/improving the traffic situation in little cottonwood canyon.</p> <p>The gondola will create more frustration for the users of LCC. It will increase the amount of time it takes to get to the resorts, it will increase the cost of getting to the resorts, it doesn't take into account other user types such as hikers, bikers, climbers, etc, and it has a massive impact on the surrounding environment.</p> <p>The gondola has the potential to negatively impact our winter ski tourism by increasing the complexity of being able to ski in LCC.</p> <p>I would also like to make a note about the bigger traffic problem in the cottonwoods... Big Cotton Wood Canyon.</p> <p>It seems like the gondola project is driven by money and greed and not public input/environmental impact.</p>	A32.29VV
51011	Porter, Gwyneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwyneth Porter</p>	A32.3A; A32.3F
50917	Porter, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Porter</p>	A32.3A; A32.3F
52782	PORTER, JESSICA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JESSICA PORTER</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39841	Porter, John	<p>The impacts to the canyon for the improvements to the road and addition of a gondola seem minor to this taxpayer and canyon user. It does seem helpful to add sheds and other safety infrastructure to protect canyon drivers. The vegetation will grow back in time like it always does. I don't understand the resistance to canyon travel improvements by my neighbors.</p> <p>As for air quality concerns - thousands of cars idling (for hours) and driving seem environmentally bad no matter what. A few buses and construction dust to reduce the traffic seem to mean less pollution than the cars. And if we get too many excessively heavy electric cars (we need check stations for EV tire wear) and buses in the canyon, someone is going to crash one that contaminates LC creek or ignites a major forest fire. Stay with the diesel buses.</p>	A32.29VV
41168	Porter, Jordan	<p>Running the environmental impact study purely off diesel emissions is absolutely invalid. The future is moving towards all electric vehicles (ie. Amazon / Rivian / Tesla). The study needs to incorporate the future use of electric buses to be valid and properly compared to other options.</p> <p>NO GONDOLA.</p> <p>Thank you.</p>	A32.10G
48070	Porter, Lizzy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lizzy Porter</p>	A32.3A; A32.3F
41602	Porter, Lydia	<p>I do not wish to have the gondola built in the canyon for fact that it will cost the tax payers millions of dollars to benefit only 2 businesses. If the ski resorts want the gondola they need to come up with a plan to build it themselves or fund at least 75% of the project. This reason should be compelling enough, but there is also a list below of other reasons why it should not be built.</p> <p>It'll limit rock climbing and other recreation.</p> <p>It will displace wildlife.</p> <p>It could harm our watershed.</p>	A32.29VV
52372	Porter, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Porter</p>	A32.3A; A32.3F
54376	Porter, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Porter</p>	
54401	Porter, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Porter</p>	A32.3A; A32.3F
55356	Portillo, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Portillo</p>	A32.3A; A32.3F
43676	posey, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Julia posey	
55405	Poss, Zane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zane Poss</p>	A32.3A; A32.3F
51153	Post, Stevie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stevie Post</p>	A32.3A; A32.3F
40303	Postma, Stan	The recent avalanche experiences further add credence for the need of an alternative form of access to the canyons. Roads cannot be the only option.	A32.29VV
54787	Pote, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Pote</p>	A32.3A; A32.3F
43562	Poth, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Poth</p>	
48423	Poth, Danielle	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Poth</p>	A32.3A; A32.3F
40745	Pothering, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Pothering</p>	A32.3A; A32.3F
50885	Potter, Angie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angie Potter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40886	Potter, Angie	The gondola is not the best solution to fix traffic problems in Little Cottonwood Canyon. It was cost tax payers dollars, just so that people can use private ski resorts. It will permanently mar the beautiful canyon scenery. Lastly, the traffic problems could be reduced by much simpler means, such as by using a fleet of busses and only allowing authorized vehicles to drive up the canyon. The cost of the gondola and the destruction of natural scenery far outweighs the benefits, especially since the same outcome can be achieved by simpler, far more efficient means.	A32.29VV
45084	Potter, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Potter</p>	A32.3A; A32.3F
49514	Potter, Bobbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bobbi Potter</p>	A32.3A; A32.3F
46528	Potter, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Potter</p>	A32.3A; A32.3F
55380	Potter, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Potter</p>	
51253	Potter, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Potter</p>	A32.3A; A32.3F
48156	Potter, Taryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taryn Potter</p>	A32.3A; A32.3F
52566	Potter, Trinity	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trinity Potter</p>	A32.3A; A32.3F
50571	Pouillon, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Pouillon</p>	
53863	Poulsen, Bradyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradyn Poulsen</p>	A32.3A; A32.3F
49589	Poulsen, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Poulsen</p>	A32.3A; A32.3F
41257	Poulsen, Bryan	<p>I am in full support of the Gondola. After reviewing the reports and information, I believe it will be the most useful, with the least amount of environmental impact. Also, seeing how helpful it would have been during the past few weeks in being able to evacuate people and get food to those "trap" up LCC it seems like a no brainer to me.</p>	A32.29VV
54931	Poulsen, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Connor Poulsen</p>	
44120	Poulsen, Lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Poulsen</p>	A32.3A; A32.3F
51781	Poulsen, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Poulsen</p>	A32.3A; A32.3F
50447	Poulson, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project. I respectfully request that you consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. I am aware many were studied, and this option was not more effective than a myriad of other options. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a small group. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Poulson</p>	A32.3A; A32.3F
42567	Poulson, Camilla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camilla Poulson</p>	
39486	Poulson, Jared	<p>In every proposed new project, the naysayers always scream the loudest. I am 100% for this gondola project, not only from an air quality and traffic perspective, but it will showcase SLC as a leading technology/engineering city that mixes well with the outdoors providing an aesthetically pleasing and progressive landmark for which we will be an example to the rest of the US. Having ridden many gondolas in France, Switzerland and Austria it was not only amazing scenery, but you could see the care and pride the locals had in their stewardship with Mother Nature. Please clean our air, clean our roads, and allow for us to enjoy this beautiful canyon from a stunning viewpoint. Thank you.</p>	A32.29VV
41766	Poulson, Marv	<p>With review of options intended to address the congestion in Little Cottonwood Canyon, the more clear it is that -- in addition to being the most expensive option proposed, the Tram system will also do the least to solve the transportation problems.</p> <p>While the Tram scheme offers novelty, it would not mitigate the threat to our watershed, would only serve two of the ski resorts, takes the least number of cars off the road, and would permanently mar the natural beauty of one of our world-class, and historically significant canyons. As many have pointed out, we shouldn't be paying the most to get the least, which is why the latest statistics show that between 61-75 percent of respondents oppose the Tram system idea.</p> <p>The tram system as identified in UDOT's DEIS and FEIS documents clearly has extremely limited public benefit, rather, it primarily serves only 3 commercial interests, that of Snowbird and Alta ski resorts, and La Quail. That exclusivity certainly cannot justify spending hundreds of millions of dollars of either Federal or State public funds. If that approach ultimately gains UDOT's favor, it will open an expensive legal process that will ultimately delay any beneficial public benefit that selecting the road widening, expanded bus option clearly offers broader public benefit. Don't waist time and public funds pushing the tram option that lacks substantial public support nor does it satisfy the need for the greatest transportation efficiency for the most canyon users.</p> <p>Road/bus improvements are going to have to be implemented in any event, making any Tram development a secondary, subordinate consideration, never primary!</p> <p>The Final EIS appears to deliberately underestimates impacts of construction and perpetual maintenance of not only the Tram towers and cables, but the actual ongoing maintenance of the ground access to assure function and safety of a tram system. Construction and maintenance access to each Tram tower must be fully described and included in the environmental analysis, and additional public comment scheduled for full public evaluation because inordinate public moneys are at stake.</p> <p>UDOT must go back to a draft stage of the NEPA Process to consider extreme conditions of the realities made evident the 2022-2023 winter season for any consideration of a Tram system to more fully evaluate the impacts of extreme avalanche impacts demonstrated by the numerous large, natural and UDOT implemented avalanches to determine additional protections for Tram Towers.</p> <p>Further, the inordinate number of avalanches during the 2022-2023 winter season forced more inter-lodge closures than ever, a purported Tram service might well exacerbate if avalanche damage interfered with Tram function and safe operation necessitating aerial rescues of Tram gondolas.</p> <p>These extreme possibilities are clearly of significant potential given experience in the 2022-2023 season. Such eventualities must be made part of the Final EIS as realities and no longer speculative!</p> <p>Impacts of wind on the tram cars are clearly understates risk given the frequency of high winds at various elevations in Little Cottonwood Canyon. History now shows wind events are increasing in both frequency and intensity, and arguably, duration as climate change effects have been predicted to increase.</p> <p>UDOT's favoring of a Tram system over road and bus improvements fails the credulity test for greatest public benefit, which MUST be the ultimate test. Stop wasting time and resources on the ridiculously useless Tram system and start concentrating on making road improvements to accommodate cars and more buses year around. Consider improvement that would protect the road similar to how Colorado has done for I-70 above Glenwood Springs and on US-550 above Ouray to Red Mountain Pass where structures protect against rock falls and avalanches.</p> <p>I oppose any further consideration of a Tram option in the strongest possible terms and will actively oppose any further UDOT consideration to pursue any such a plan!</p>	A32.29VV
44741	poulson, mckell	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mckell poulson</p>	
49788	poulson, stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, stella poulson</p>	A32.3A; A32.3F
49778	Powell, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Powell</p>	A32.3A; A32.3F
48044	Powell, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alexis Powell	
51826	Powell, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Powell</p>	A32.3A; A32.3F
42556	Powell, Calley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calley Powell</p>	A32.3A; A32.3F
48565	Powell, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Powell</p>	A32.3A; A32.3F
44079	Powell, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Powell</p>	
44088	Powell, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Powell</p>	A32.3A; A32.3F
41526	Powell, Harper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harper Powell</p>	A32.3A; A32.3F
42641	Powell, Jean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jean Powell</p>	A32.3A; A32.3F
40147	Powell, Jess	<p>The proposed gondola would require construction on 3 different designated roadless areas. Even if the gondola system is not defined as a road, it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan. It would be a terrible misinterpretation of the Roadless Rule to suggest that an 8 mile gondola system is exempt from that designation's protections simply due to the amount of environmental impact from its 10 year construction (watershed views, dispersed recreation, timber, vegetation, habitat). I am grateful that UDOT recognized this initial oversight and put in the time to consider the implications of building a system like the gondola on protected land like this, and hope that the learnings will lead them to less destructive solutions like enhancing/expanding an electric bus system on the road systems we already have</p>	A32.3A; A32.3G; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		in both Big and Little Cottonwood Canyon. A solution like this can improve BOTH local canyons, at a fraction of the taxpayer dollar, and with much, much more limited effects on the environment. Thank you!	
42025	Powell, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Powell</p>	A32.3A; A32.3F
52769	Powell, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Powell</p>	A32.3A; A32.3F
48879	Powell-Kleine, Finley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finley Powell-Kleine</p>	A32.3A; A32.3F
46015	Power, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Power</p>	
47097	Power, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Power</p>	A32.3A; A32.3F
52744	Powers, Bree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bree Powers</p>	A32.3A; A32.3F
41090	Powers, Candice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Candice Powers</p>	A32.3A; A32.3F
43522	Powers, Christa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christa Powers</p>	
50509	Powers, Eva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eva Powers</p>	A32.3A; A32.3F
55480	Powers, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Powers</p>	A32.3A; A32.3F
43169	Powless, Elan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elan Powless</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46218	Poynor, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>It is, quite frankly, outrageous that UDOT thinks this would be a remotely good idea. Stop being greedy, and start finding sustainable, low-cost solutions.</p> <p>Regards, Grace Poynor</p>	A32.3A; A32.3F
49934	Praag, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Praag</p>	A32.3A; A32.3F
41024	Pradhan, Ian	<p>I must say, that I am not satisfied with any of the proposed solutions and believe that they are all a band-aid style solutions to the problem.</p> <p>UDOT cannot manage to retain bus drivers, how do they plan to increase bus service?</p> <p>A gondola has the potential to alleviate some issues and be a year round tourist attraction. But the larger problem is that it requires people to get to the base station in the canyon. Wasatch boulevard, and other tributaries to LCC are already overwhelmed, and as Utah continues to grow, our roads will become increasingly overwhelmed with the required capacity. The gondola. also only services the ski resorts.... If tax payers are going to pay for the final implemented solution, then the solution should benefit more than just skiers.</p> <p>A train solution that goes up the mountains with many stops would be ideal. It would be the most expensive option by far, but imagine: a family arrives for a ski vacation to SLC and can hop on a train that takes them directly to any of the resorts from the airport. It is a proven concept that trains can travel in all kinds of conditions, and carry many more passengers, equipment, luggage etcetera.</p> <p>Also, Utah should be thinking long-term. We could be the leading the national charge for renewable transportation, linking ski resorts, and neighboring cities like Ogden, Spanish Fork, Provo, Toole, and Park City. Not only would we be supporting the environment but there would be a huge opportunity for skilled jobs in our state, ranging from construction, engineering, and project management to marketing and branding for Utah.</p> <p>Imagine if when Utah hosts the Olympics again, we showed the world that we are modernizing and embracing renewable train travel! If we truly value our environment, then Utahns should look at the long term picture, which includes population growth, increased air pollution from people driving and advocate for planned solutions that can be enjoyed for generations and utilized far into the future. Not band-aid solutions that will need to be revisited in the next twenty years.</p>	A32.29VV
39732	Pradhan, Saphu	<p>I am an avid resort skier and there is insufficient evidence to warrant spending hoards of taxpayer dollars on a gondola. This is a substandard "solution" for overcrowding. Please do not force the residents of Cottonwood Heights into something they oppose. Other resorts have found less expensive and less environmentally damaging methods to address this problem such as shuttles from Banff to their 3 ski resorts. More buses or electric buses would also help. Reserved parking at Alta has already improved traffic. Snowbird can do the</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>same. Thank you for considering community input. We put our trust in you to make thoughtful and intelligent decisions about how the gondola will adversely impact the cottonwood community and environment.</p>	
43551	Prado, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Prado</p>	A32.3A; A32.3F
54397	Prager, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Prager</p>	A32.3A; A32.3F
48644	Praml, Lyndsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndsay Praml</p>	A32.3A; A32.3F
39563	Praskieviz, Steve	<p>Dear Little Cottonwood Canyon EIS Committee:</p> <p>I have a few comments regarding this process. It seems to me that the Committee is kind of making a mountain out of a molehill. Problems with traveling on Little cottonwood Canyon have existed for over 50 years. It used to be just when there was new snow but now the travel problems exist almost every day of the ski season.</p> <p>My opinion is that cars should be completely banned on Little Cottonwood Canyon Road. All Cars! Skiers and guests would ride buses up and down the canyon road. With "bus only" traffic I think the ongoing "Congo Line" up and down would disappear. The problem is finding staging (parking)spot at the mouth of the canyon but that issue must have been solved with the current "Plan(s)".</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please give my suggestion some thought.</p> <p>Sincerely,</p> <p>Steve Praskievicz</p>	
51779	Prather, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Prather</p>	A32.3A; A32.3F
44700	Pratt, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Pratt</p>	A32.3A; A32.3F
48272	Pratt, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Pratt</p>	A32.3A; A32.3F
43322	Pratt, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Pratt</p>	
44827	pratt, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter pratt</p>	A32.3A; A32.3F
48349	Pratt, Jaydin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaydin Pratt</p>	A32.3A; A32.3F
50311	Pratt, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please think about buses and limiting single driver vehicles. Also, we should think about logistics getting to the canyon for families. It is impractical to multiple transfers to get up the canyon.</p> <p>Also, Big Cottonwood has the same problem. What are we doing about it?</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kathryn Pratt</p>	
41750	Pratt, Paris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paris Pratt</p>	A32.3A; A32.3F
42613	Pratt, Sunny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sunny Pratt</p>	A32.3A; A32.3F
41813	Pratt, Tami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tami Pratt</p>	A32.3A; A32.3F
48546	Pratt-Russum, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Pratt-Russum</p>	
55777	Prebble, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Prebble</p>	A32.3A; A32.3F
47867	prebe, blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, blake prebe</p>	A32.3A; A32.3F
46478	Preciado, Alfonso	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alfonso Preciado</p>	A32.3A; A32.3F
47954	Preece, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Preece</p>	
41672	Preece, Janae	Let us protect the canyon instead of spending taxpayer money on a project that will destroy some of the landscape and benefit only a few	A32.29VV
55440	prelip, Harley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harley prelip</p>	A32.3A; A32.3F
55972	Prendergast, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Prendergast</p>	A32.3A; A32.3F
40747	Prescott, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Taylor Prescott	
49871	Preslar, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Preslar</p>	A32.3A; A32.3F
43452	Presti, Maia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maia Presti</p>	A32.3A; A32.3F
46373	Prestigiacomo, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Prestigiacomo</p>	A32.3A; A32.3F
50128	Preston, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Preston</p>	
51202	Price, Ally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ally Price</p>	A32.3A; A32.3F
47229	Price, Alyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyse Price</p>	A32.3A; A32.3F
49824	price, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey price</p>	A32.3A; A32.3F
47809	Price, Bethanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethanie Price</p>	
46282	price, brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brett price</p>	A32.3A; A32.3F
46531	Price, Bri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bri Price</p>	A32.3A; A32.3F
40531	Price, Hayden	Absolutely no gondola in our precious LCC!	A32.29VV
54038	Price, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Price</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50404	Price, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Price</p>	A32.3A; A32.3F
43918	Price, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Price</p>	A32.3A; A32.3F
45624	Price, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Price</p>	A32.3A; A32.3F
54577	Price, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydney Price	
53311	price, Taylor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taylor price	A32.3A; A32.3F
40051	Prichard, Jamie	As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.	A32.29VV
44582	pride, Christina	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Christina pride	A32.3A; A32.3F
44279	Pridham, Brandon	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Pridham	A32.3A; A32.3F
49752	Priest, Kirsten	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirsten Priest</p>	
42596	primm, mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mary primm</p>	A32.3A; A32.3F
40433	Primmer, Elias	<p>I believe that building a gondola in Little Cottonwood Canyon would conflict with The Roadless Area Conservation Rule. Considering that, I strongly oppose the building of a gondola in Little Cottonwood Canyon. There are many alternatives to building a gondola that are not being considered. I think it would be a scam to use tax payer dollars in order to provide more business to Alta and Snowbird. There should be increased bussing, which would benefit more user groups, such as hikers and climbers, not just wealthy skiers. I would support increased bussing, tolling, and the construction of snowshed as ways to address congestion in the canyon. Once again, I strongly oppose building a gondola in Little Cottonwood Canyon. Please consider public comments and opinions, as I believe that they are more important than the profits of snowbird and alta.</p>	A32.3A
45766	Prince, McKell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKell Prince</p>	A32.3A; A32.3F
45892	Prince, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Prince</p>	
41470	prisk, Kyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyler prisk</p>	A32.3A; A32.3F
50762	Pritchett, Alice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alice Pritchett</p>	A32.3A; A32.3F
49553	Pritchett, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Pritchett</p>	A32.3A; A32.3F
53758	Pritchett, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Pritchett</p>	
49814	Pritchett, Austen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austen Pritchett</p>	A32.3A; A32.3F
53500	Prk, Nat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nat Prk</p>	A32.3A; A32.3F
42647	Procino, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Procino</p>	A32.3A; A32.3F
44280	Proffer, Amanda	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Proffer</p>	
44332	Pronovost, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>When will those in power realize that the easy option is not the correct option?</p> <p>Regards, Jack Pronovost</p>	A32.3A; A32.3F
56301	Propst, Liberdee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liberdee Propst</p>	A32.3A; A32.3F
47082	Propst, Tanzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanzi Propst</p>	
55753	Proskauer, Daisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daisy Proskauer</p>	A32.3A; A32.3F
42172	Protonentis, Nick	<p>This construction would cause unnecessary traffic, destruction of some of the best recreational climbing in the State and cost tax payers money for something no one wants! Please veto the gondola</p>	A32.29VV
53180	Proudfoot, Leslie	<p>To whom it may concern,</p> <p>As a visitor to Utah, I have many fond memories of skiing in Little Cottonwood Canyon. It is such a special place and a uniquely protected and beautiful place.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Proudfoot</p>	A32.3A; A32.3F
53767	Proudlock, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Proudlock</p>	A32.3A; A32.3F
45956	Provines, Mitchell	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Provines</p>	
52118	Prowse, Blaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blaine Prowse</p>	A32.3A; A32.3F
52077	Prowse, Kami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kami Prowse</p>	A32.3A; A32.3F
47036	Pruc, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Valerie Pruc	
45210	Prue, Tamara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tamara Prue</p>	A32.3A; A32.3F
44732	Pruhs, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Pruhs</p>	A32.3A; A32.3F
46990	Pruitt, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Pruitt</p>	A32.3A; A32.3F
41027	Pruitt, Steve	<p>1. I see nothing in the EIS that addresses the resident birds of prey – red tail hawks and eagles that regularly are visible in flight and perching in trees below the 209/210 junction. How are you addressing the elimination of them with the gondola?</p> <p>2. The loading of the additional bus cost only onto the La Caille alternative has the appearance of putting UDOT's fingers on the scale to produce a preferred outcome. Why would the small incremental distance between the two gondola alternatives mean one has to have a line item bus expense while the other does not if the ridership from the terminal and access thereto is the same?</p> <p>3. Of the 50 days per year this project is supposed to impact, where are the figures on the portion of these days when winds prevent the operation of this folly?</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>4. You have stated that there will be a projected 45% increase in southbound Wasatch traffic at peak periods but you have not provided anything to support this claim. As the east bench is virtually built-out limiting future traffic increases, where are the new trips being generated from that support this claim?</p> <p>5. Your plan makes all access to the parking solely from 210 and in doing so you have provided no study or support on the impact on Wasatch between 9400 South and the 210 signalized intersection; the impact on this signalized intersection itself; the impact on Wasatch Blvd. south of 9400 South; and 209 altogether particularly given that the alternative at the 209/210 intersection would level the traffic flow between 209 and 210 for such access.</p> <p>6. I see nothing in your gondola budget for legal defense of your selection which will most certainly occur and last for years and what is your defense to the destruction of the view corridor from all of the impacted property owners as such view corridors have been historically and legally defended when compromised.</p> <p>7. As the ordinary tax payer will have no benefit whatsoever from your preferred alternative but being asked to pay for it you need to provide more sunshine you should have to provided in the beginning with an assessment or explanation of the following:</p> <p>A. The projected economic value to the two ski areas that are the terminal beneficiaries of the gondola but will be shouldering none of the cost.</p> <p>B. Identification of the base beneficiaries including the names of all land owners, speculators and contract buyers such as Niederhauser, McCandless and La Caille together with any disclosures that may exist or be found through FOIA or otherwise between any of these beneficiaries and all other beneficiaries and/or their lobbyist with the State legislature and the Governor.</p> <p>C. What methods other than tax payer funding are being considered to pay for the project and what documentation do you have from potential vendors that support your cost analysis and in this era of continuing inflation, how stale are your budgets and what are the financial contingencies to the budget.</p> <p>9. For all ancillary commercial benefactors at the base, what provisions have you established that all such concessions will be subject to public bid.</p> <p>10. What agreements have been proposed with La Caille that would solely benefit La Caille such as ancillary development of their land as a result of your selection, identification of their business as the identification name of the base development and/or access from La Caille across Little Cottonwood Creek to otherwise benefit them.</p> <p>11. I see nothing in your preferred alternative that protects the privacy of any of the land owners who will become the fish bowls for each gondola cabin. If traffic mitigation is the real goal, then not having windows on the south side of each cabin will mitigate this intrusion into our privacy and as the cabins are assuredly not constructed, as those impacted want to see no southern visibility as part of the "preferred" design element to maintain our privacy.</p>	
45383	Prusse, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Prusse</p>	A32.3A; A32.3F
46270	Prusso, Arthur	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arthur Prusso</p>	
46911	Pruyn, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Pruyn</p>	A32.3A; A32.3F
45910	pruyn, Bowen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bowen pruyn</p>	A32.3A; A32.3F
45168	Pruyne, Alaina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alaina Pruyne</p>	A32.3A; A32.3F
47673	Pryanovich, Judson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Judson Pryanovich</p>	
43093	Pryor, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Pryor</p>	A32.3A; A32.3F
43870	Pryor, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Pryor</p>	A32.3A; A32.3F
40167	Pryor, Shirley	<p>With all these avalanches blocking the roads, this is just another reason too get the gondolas going! People can be taken up and down and not be stranded for days. Go Gondolas!</p>	A32.29VV
55683	Pucel, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Pucel</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55684	Pucel, Victor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victor Pucel</p>	A32.3A; A32.3F
52772	Puckett, Phillip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phillip Puckett</p>	A32.3A; A32.3F
54274	Puente, Sonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sonia Puente</p>	A32.3A; A32.3F
40404	Pugh, Brian	Gondola towers in Little Cottonwood Canyon and access roads to service them would threaten water, wildlife, views, and year-round recreational opportunities on the Quarry trail. I strongly support common sense alternatives to a gondola for these and other reasons.	A32.29VV
53118	pugh, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Pugh</p>	
42580	Pugh, Judith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Judith Pugh</p>	A32.3A; A32.3F
53612	Pugh, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Pugh</p>	A32.3A; A32.3F
46157	Pugh, Weslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weslie Pugh</p>	A32.3A; A32.3F
45217	Pugmire, Danny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Pugmire</p>	
40682	Puleva, Antoniya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Antoniya Puleva</p>	A32.3A; A32.3F
42122	Pulfer, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Pulfer</p>	A32.3A; A32.3F
48266	pulgiano, tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tiffany pulgiano</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46842	Pulley, Addie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addie Pulley</p>	A32.3A; A32.3F
51225	pulley, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer pulley</p>	A32.3A; A32.3F
46843	Pulley, Kathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathy Pulley</p>	A32.3A; A32.3F
48662	Pulley, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Pulley</p>	
41715	Pulley, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Pulley</p>	A32.3A; A32.3F
48933	Pulou, Maren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maren Pulou</p>	A32.3A; A32.3F
48459	Pulsipher, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Pulsipher</p>	A32.3A; A32.3F
51914	Pulsipher, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Pulsipher</p>	
41948	Pulsipher, Noah	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p>	A32.3A; A32.10G
54472	pulver, Shelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelly pulver</p>	A32.3A; A32.3F
47750	Pundt, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Pundt</p>	A32.3A; A32.3F
44444	Pure, Alissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alissa Pure</p>	
51010	Purser, Chantel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantel Purser</p>	A32.3A; A32.3F
47288	Purss, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Purss</p>	A32.3A; A32.3F
41510	Purtle, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Purtle</p>	A32.3A; A32.3F
41884	Purwins, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Purwins</p>	
50262	Pustovoytova, Daria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daria Pustovoytova</p>	A32.3A; A32.3F
41845	Putnam, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Putnam</p>	A32.3A; A32.3F
46552	Putt, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chris Putt	
41566	Putziger, Michael	The proposed Gondola will only benefit a limited number of people at great cost ,cause material visual harm 365 days a year and at best only ameliorate an occasional problem which could be more simply solved by road use limitation and more buses.	A32.29VV
45330	Pylidis, John	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, John Pylidis	A32.3A; A32.3F
49508	Pyper, Bethanee	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Bethanee Pyper	A32.3A; A32.3F
53955	Pyper, Estelle	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Estelle Pyper	A32.3A; A32.3F
50813	Pyper, Susan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Pyper</p>	
39806	Qian, Hansen	I support the gondola proposal. It gets cars off of the road, and allows more people to enjoy the beauty and recreation opportunities in LCC. Please move forwards with it!	A32.29VV
54078	Qin, Carissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carissa Qin</p>	A32.3A; A32.3F
55956	Quackenbush, Sol	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sol Quackenbush</p>	A32.3A; A32.3F
49826	Quan, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Quan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42132	Quaquarelli, Beatrice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beatrice Quaquarelli</p>	A32.3A; A32.3F
47801	Quarles, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Quarles</p>	A32.3A; A32.3F
51234	Quealy, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Quealy</p>	A32.3A; A32.3F
56015	Queisser, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Queisser</p>	
42303	Quesnell, Maddy	<p>I am glad UDOT is recognizing the potential implications that gondola construction would cause in the designated roadless areas. Constructing a gondola will have the same environmental detemrnts as constructing a more literal road. Certainly, there will be significant impacts on the watershed, dispersed recreation, timber, vegetation, habitat, etc. if gondola construction is pursued. We should honor these protected spaces, and end plans for a gondola. Other options should be pursued to alleviated growing traffic congestion.</p>	A32.3F
40569	Quick, Alec	<p>Please,</p> <p>Enough already. This is a huge waste of tax money. No one wants this other than billionaires that will profit off of it as we pay for it. NO GONDOLA. A gondola will require roads to access towers, it will disrupt wilderness areas, it will NOT SOLVE TRAFFIC. LISTEN TO US THIS TIME!</p>	A32.3A A32.29VV
45869	Quick, Bryton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryton Quick</p>	A32.3A; A32.3F
41118	Quick, Derek	<p>The general public is still strongly opposed to the implementation of the proposed gondola. Taxpayer money should not go towards funding something that does not actually benefit them. I have many concerns about the proposed gondola plans negative impact on the natural environment, our watershed, and the scenic views. Such a massive construction project in an already delicate environment is irresponsible and there are less destructive and less costly alternatives to the gondola. An expanded bus service would do more to reduce traffic and pollution than the gondola would, while also costing tax payers significantly less money. Please listen to the public. They have shown time and time again through every comment period that opens up that we DO NOT WANT A GONDOLA IN LCC! We will continue to oppose the gondola every step of the way.</p>	A32.29VV
47743	Quick, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Quick</p>	A32.3A; A32.3F
43634	quigley, breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, breanna quigley</p>	
43425	Quigley, Colleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colleen Quigley</p>	A32.3A; A32.3F
53564	Quigley, Lila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lila Quigley</p>	A32.3A; A32.3F
49682	Quigley, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Quigley</p>	A32.3A; A32.3F
53680	Quilter, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Quilter</p>	
42511	quilter, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie quilter</p>	A32.3A; A32.3F
55569	Quinlan, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Quinlan</p>	A32.3A; A32.3F
40866	Quinn, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Quinn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54181	Quinn, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Quinn</p>	A32.3A; A32.3F
39482	Quinn, Patrick	<p>Unless Snowbird and Alta are entirely funding this project, it should all plans should end immediately. Taxpayers shouldn't be required to fund this project, through bonds or any public funds.</p> <p>No public funds, especially in this outlandish amount, should benefit two private for-profit firms.</p>	A32.29VV
51558	Quinones, Amie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amie Quinones</p>	A32.3A; A32.3F
53989	Quinones, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Quinones</p>	A32.3A; A32.3F
41793	Quintana, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Quintana</p>	
54732	Quinter, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Quinter</p>	A32.3A; A32.3F
48748	Quintero, Juliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliana Quintero</p>	A32.3A; A32.3F
42001	Quintero, Mario	<p>I am vehemently opposed to this option. This is not what any of our residents want, other than the politician developers who stand to get rich. We do not want this in our community.</p>	A32.29VV
42741	quintero, Roberto	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roberto quintero</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53771	Quinton, Jacq	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacq Quinton</p>	A32.3A; A32.3F
46350	Quinton, Magdalena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Magdalena Quinton</p>	A32.3A; A32.3F
52696	Quinton, Micaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micaela Quinton</p>	A32.3A; A32.3F
44684	Quirke, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Quirke</p>	
52034	Quiroz, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Quiroz</p>	A32.3A; A32.3F
48073	Quyên, Bui	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bui Quyên</p>	A32.3A; A32.3F
41489	R, Ali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ali R</p>	A32.3A; A32.3F
50242	r, Winston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Winston r</p>	
55649	Raaf, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Raaf</p>	A32.3A; A32.3F
53553	Raban, Ciara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciara Raban</p>	A32.3A; A32.3F
42019	Rabe, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Rabe</p>	A32.3A; A32.3F
43637	Raber, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Raber</p>	
46266	Rabke, Erin	<p>To whom it may concern,</p> <p>I am vehemently opposed to the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Rabke</p>	A32.3A; A32.3F
43375	Raburn, Juniper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juniper Raburn</p>	A32.3A; A32.3F
48701	Rachel, Powell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Powell Rachel</p>	
46338	Racine, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Racine</p>	A32.3A; A32.3F
42953	Rad, Em	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Em Rad</p>	A32.3A; A32.3F
52457	Rada, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Rada</p>	A32.3A; A32.3F
48682	Radaz, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Radaz</p>	
50029	Radcliffe, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Radcliffe</p>	A32.3A; A32.3F
48887	Radicic, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Radicic</p>	A32.3A; A32.3F
53182	Radmacher, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Radmacher</p>	A32.3A; A32.3F
47382	Radmall, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The gondola was an interesting idea, but some ideas are best left on the drawing board. Our mountains are so precious. Please leave the moneymaking schemes out of them.</p> <p>Regards, Maya Radmall</p>	
50645	Radman, Ariel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariel Radman</p>	A32.3A; A32.3F
52669	Radman, Tasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tasha Radman</p>	A32.3A; A32.3F
50400	Radtke, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Radtke</p>	
42032	Rae, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Rae</p>	A32.3A; A32.3F
44825	Rae, Polly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Polly Rae</p>	A32.3A; A32.3F
43997	Rae, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Rae</p>	A32.3A; A32.3F
41523	Ragatz, Steve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steve Ragatz</p>	
45545	Ragins, Robyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn Ragins</p>	A32.3A; A32.3F
40618	Raguz, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma Raguz</p>	A32.3A; A32.3F
50911	Rahn, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Rahn</p>	A32.3A; A32.3F
48846	Raif, Ethan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Raif</p>	
47737	Raimondi, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Raimondi</p>	A32.3A; A32.3F
41417	Raimondo, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Raimondo</p>	A32.3A; A32.3F
46871	Rainer, Johnny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Johnny Rainer	
50860	Rainone, Augustus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. LOCALS>MONEY</p> <p>Regards, Augustus Rainone</p>	A32.3A; A32.3F
46034	Rainwater, Dakotah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dakotah Rainwater</p>	A32.3A; A32.3F
45634	Raisor, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Raisor</p>	A32.3A; A32.3F
50610	Raley, Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marie Raley</p>	
54896	Rallison, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Rallison</p>	A32.3A; A32.3F
43555	Ralph, Cierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cierra Ralph</p>	A32.3A; A32.3F
44181	Ralston, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Ralston</p>	A32.3A; A32.3F
40078	rama, Christopher	This does violate the rule and the gondola should not be passed!	A32.29VV
52950	Ramaeker, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Ramaeker</p>	
43353	Rmaker, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Ramaker</p>	A32.3A; A32.3F
44775	Rambacher, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Rambacher</p>	A32.3A; A32.3F
48918	Ramby, Warren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Warren Ramby</p>	
52862	ramesh, pranathi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, pranathi ramesh</p>	A32.3A; A32.3F
49319	Ramey, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Ramey</p>	A32.3A; A32.3F
55342	Ramey, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Ramey</p>	A32.3A; A32.3F
44372	Ramey, Tyeler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyeler Ramey</p>	
49133	Ramirez, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Ramirez</p>	A32.3A; A32.3F
40744	Ramirez, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Ramirez</p>	A32.3A; A32.3F
50918	Ramirez, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Ramirez</p>	A32.3A; A32.3F
48800	Ramirez, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Ramirez</p>	
54200	ramirez, jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jade ramirez</p>	A32.3A; A32.3F
47662	Ramirez, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Ramirez</p>	A32.3A; A32.3F
52098	Ramirez, Lidia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lidia Ramirez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47670	Ramirez, Moises	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Moises Ramirez</p>	A32.3A; A32.3F
48878	ramirez, Willie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Willie ramirez</p>	A32.3A; A32.3F
50577	Ramos, Kambree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kambree Ramos</p>	A32.3A; A32.3F
48197	Ramos, Raleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raleigh Ramos</p>	
46351	Rampin, Samuele	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuele Rampin</p>	A32.3A; A32.3F
53766	Rampton, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Rampton</p>	A32.3A; A32.3F
48967	Rampton, Hadley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hadley Rampton</p>	A32.3A; A32.3F
44274	Ramsey, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Ramsey</p>	
40860	Ramsey, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Ramsey</p>	A32.3A; A32.3F
42617	Ramsey, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Ramsey</p>	A32.3A; A32.3F
47589	Ramsey, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Ramsey</p>	A32.3A; A32.3F
54529	Ramundo, Kaylen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylen Ramundo</p>	
43230	Ramundt, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ramundt</p>	A32.3A; A32.3F
42854	Ranck, Debra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debra Ranck</p>	A32.3A; A32.3F
52091	Ranck, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jackson Ranck	
46855	Rancourt, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Rancourt</p>	A32.3A; A32.3F
56123	Rand, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Rand</p>	A32.3A; A32.3F
45313	Randall, Akemi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Akemi Randall</p>	A32.3A; A32.3F
44711	Randall, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Randall</p>	
52982	Randall, Bennett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bennett Randall</p>	A32.3A; A32.3F
55303	Randall, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Randall</p>	A32.3A; A32.3F
48590	Randall, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Randall</p>	A32.3A; A32.3F
39904	RANDLE, JEANENE	The gondola is not the best way to address canyon traffic. It benefits the ski resorts at the cost of the taxpayers. B it does not address all the users for the canyon, including hiking and other uses. What about avalanche damage to a gondola? This is not a prudent and cost-effective option.	A32.29VV
54137	Raney, Katelyn	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Raney</p>	
55073	Ranjan, Madhav	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madhav Ranjan</p>	A32.3A; A32.3F
46643	Rankin, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Rankin</p>	A32.3A; A32.3F
51332	Ranney, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Aiden Ranney	
42088	Ransohoff, Schuyler	Please build the gondola! Stop the traffic. It's impossible to take my family skiing on the weekend anymore because of all the bums sleeping in their cars waiting for the canyons to open	A32.29VV
49367	Ransom, Livia	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Livia Ransom	A32.3A; A32.3F
41525	Rapien, Amy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amy Rapien	A32.3A; A32.3F
46265	rapier, keaton	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, keaton rapier	A32.3A; A32.3F
52121	Rapier, Sierra	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Rapier</p>	
41174	Rappl, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Rappl</p>	A32.3A; A32.3F
43355	Rapuano, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Rapuano</p>	A32.3A; A32.3F
42915	Rasid, Hady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hady Rasid</p>	A32.3A; A32.3F
45202	Rasina, Brooke	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Rasina</p>	
54923	Rasmussen, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Rasmussen</p>	A32.3A; A32.3F
52164	Rasmussen, Bailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailee Rasmussen</p>	A32.3A; A32.3F
55479	Rasmussen, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Bethany Rasmussen	
51768	Rasmussen, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Rasmussen</p>	A32.3A; A32.3F
52328	Rasmussen, Curtis	<p>To whom it may concern,</p> <p>Stop corruption.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Curtis Rasmussen</p>	A32.3A; A32.3F
40998	Rasmussen, Dave	I Vite for a more efficient bus system rather than the gondola.	A32.29VV
50951	Rasmussen, Devan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devan Rasmussen</p>	A32.3A; A32.3F
44012	Rasmussen, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Rasmussen</p>	
55407	Rasmussen, Elyza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elyza Rasmussen</p>	A32.3A; A32.3F
52154	Rasmussen, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Rasmussen</p>	A32.3A; A32.3F
39761	Rasmussen, Emily	I do not want a gondola is Utah's roadless area.	A32.3A; A32.3F
53171	Rasmussen, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Rasmussen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52549	Rasmussen, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Rasmussen</p>	A32.3A; A32.3F
52218	Rasmussen, Jean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jean Rasmussen</p>	A32.3A; A32.3F
52167	Rasmussen, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Rasmussen</p>	A32.3A; A32.3F
55181	Rasmussen, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Rasmussen</p>	
49197	rasmussen, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan rasmussen</p>	A32.3A; A32.3F
42275	Rasmussen, Kara	<p>The gondola goes against the policy to conserve ecosystems by not building roads. It will also not improve traffic congestion. It will not be light construction to build and will result in more disturbance to wildlife. This is not a project that will create more harmony between humans and the Earth. There are lots of projects that would be better to use funding for, such as improving public transportation, and creating accessibility for all people in the valley not just those with money to enjoy nature. Another idea to decrease congestion is creating a lottery system people can choose to participate in. Please make decisions for our future that are for everyone.</p>	A32.3G
48500	Rasmussen, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Rasmussen</p>	A32.3A; A32.3F
40184	rasmussen, leland	<p>STRONGLY AGAINST GOLDOLA OR ROAD WIDENING. CONSIDER CHARGING FEES OR VEHICLE OCCUPANCY REQUIREMENTS 1ST.</p>	A32.29VV
52252	rasmussen, Leland	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leland rasmussen</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40919	Rasmussen, Marissa	<p>Save our canyons!</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p> <p>Stop accommodating all of these new transplants who don't love Utah for what it already is and want to make it into something else that doesn't align with our values and how we honor our beautiful state.</p>	A32.3A; A32.3F
48791	Rasmussen, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Rasmussen</p>	A32.3A; A32.3F
53149	Rasmussen, Shari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shari Rasmussen</p>	A32.3A; A32.3F
47802	Rasmussen, Tayslee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayslee Rasmussen</p>	
43848	Rathbun, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoebe Rathbun</p>	A32.3A; A32.3F
54378	Rathburn, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Rathburn</p>	A32.3A; A32.3F
40276	Ratliff, Anna	<p>The proposed gondola is a bad idea. Please start with a less permanent option that includes parking away from canyon base areas and involves reducing number of private vehicles in BOTH little and big cottonwood canyons. Enhanced busing to the resorts as well as bus stops for backcountry ski access are an excellent way to reduce congestion in the canyons. This needs to include larger parking areas far from either canyon, charging private vehicles to drive up the canyons. No one will ride the gondola, it is an expensive eye sore that will not fix traffic.</p>	A32.29VV
50784	Raty, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Raty</p>	
46432	Rau, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Rau</p>	A32.3A; A32.3F
41124	Raubvogel, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Raubvogel</p>	A32.3A; A32.3F
39406	Rausch, Paige	Third time is a charm, right? Please, please, please do not let this project happen. There is too much at stake and the public has clearly said no!	A32.29VV
44331	Raver, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Raver</p>	A32.3A; A32.3F
44760	rawle, ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ethan rawle</p>	
54321	Rawle, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Rawle</p>	A32.3A; A32.3F
55604	Rawlings, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Rawlings</p>	A32.3A; A32.3F
55152	Ray, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Ray</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53759	Ray, Brian	<p>To whom it may concern,</p> <p>I grew up in Sandy, at the [REDACTED] and know how pristine and invaluable a place like that is, especially so close to a metro area.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Ray</p>	A32.3A; A32.3F
50829	Ray, Danny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danny Ray</p>	A32.3A; A32.3F
49309	ray, Lexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexa ray</p>	A32.3A; A32.3F
53476	Ray, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Ray</p>	
55293	ray, odelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, odelia ray</p>	A32.3A; A32.3F
47302	Raymond, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Raymond</p>	A32.3A; A32.3F
46341	Rayne, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Rayne</p>	A32.3A; A32.3F
44199	Raynor, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Raynor</p>	
52285	Razzi, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Razzi</p>	A32.3A; A32.3F
50387	Rea, Hayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayley Rea</p>	A32.3A; A32.3F
42584	rea, Lucia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucia rea</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44557	Read, Ragnhild	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ragnhild Read</p>	A32.3A; A32.3F
39508	reader, cliff	<p>These further reinforce my support for the Gondola solution to the problem. Widening the highway, adding buses of any type, or continuing to rely on personal vehicles has more impact on the physical environment (landscape) and more impact on pollution than the proposed 35-person electricity powered gondola. I urge you to secure funding for the gondola in the immediate timeframe including parking for the gondola, and begin construction independently of any other highway funding or construction. I'm sure the Swiss can have the gondola in place within a couple of years. The issues of access to the parking for the gondola will become apparent upon operation, and will render obvious what, if anything, needs to be done to upgrade access below the canyon.</p>	A32.29VV
47612	Reading, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Reading</p>	A32.3A; A32.3F
51313	Reagh, Kamryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamryn Reagh</p>	A32.3A; A32.3F
51909	Reardon, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Reardon</p>	
55821	reaves, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas reaves</p>	A32.3A; A32.3F
54652	Reay, Bronte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bronte Reay</p>	A32.3A; A32.3F
46443	Reback, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Reback</p>	A32.3A; A32.3F
48991	Reber, Cannon	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cannon Reber</p>	
46834	reber, genevieve	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, genevieve reber</p>	A32.3A; A32.3F
43124	Reber, Jenni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenni Reber</p>	A32.3A; A32.3F
46689	Reber, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lauren Reber</p>	
46253	Reber, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Reber</p>	A32.3A; A32.3F
46626	Rebne, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Rebne</p>	A32.3A; A32.3F
55750	Record, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Record</p>	A32.3A; A32.3F
50556	record, Kayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayden record</p>	
55816	Record, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Record</p>	A32.3A; A32.3F
53690	Rector, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Rector</p>	A32.3A; A32.3F
54792	Rector, Kellsie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellsie Rector</p>	A32.3A; A32.3F
40584	Redd, Aaron	<p>To Whom it May Concern,</p> <p>Little Cottonwood Canyon is a treasure trove of natural beauty, and recreational opportunities such as climbing, skiing, and hiking. Because it is such a beautiful place, it must be preserved while still</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>providing access to it for recreational use. In order to provide both access and preservation, we, the skiers, must sacrifice convenience (being able to drive our own vehicles up and down the canyon during ski season) for conservation. The Gondola is an attempt to avoid the inevitable truth that it is unsustainable for thousands of skiers to drive their own vehicles—often with no one else in the car—to ski areas. If the goal of UDOT is to provide transportation without forgetting conservation, then the gondola is not the solution.</p> <p>Thirty cars that each contain one person and their gear occupy 10-15 times as much space on the road as a bus that fulfills the same end. Another lane for busses is not the answer. A gondola is not the answer. The answer is public transit, and more of it. Little Cottonwood, like some sections of Zion National Park, simply receives too much traffic during its busy season to allow everyone to drive their own vehicle through it. It is simply not sustainable, and makes the experience worse for everyone, as the traffic extends commute time all while thousands of vehicles idle, worsening the winter air quality still further.</p> <p>The solution is for skiers to take the bus, but taking the bus doesn't save them any time if the bus is still stuck in the traffic caused by everyone else. In order to guarantee that the bus will save people time in general, we need to reduce traffic by making the bus the easiest way to get to these ski areas. Now, there are some issues to resolve in making this the case. First, there are cabins in the area that are occupied year-round, and those people need to be free to drive up and down the canyon. Also, in the case of backcountry skiers, the busses may not arrive to the places they need to go and may not be able to get them there early enough, or retrieve them late enough. There are a few other exceptions like that, that would mean that there would need to be a number of special driving passes handed out, should bussing be required generally. I believe that this might cause a number of difficulties and proving that you are going to ski in the backcountry and not at the resorts would be difficult to regulate.</p> <p>I see one easy solution to this: The ski resorts must restrict parking spots to a small fraction of the current amount, and do this as the relevant government organizations promise to provide sufficient bussing to deliver all of the skiers (and more) that currently frequent the resorts. This would allow for even more skiers to access the ski areas, as the parking lots frequently fill up and people make the drive up and down without skiing (a bad deal for them, a bad deal for the other people on the road that can't make it to their destination as easily, and a bad deal for the planet). Additionally, this solution would allow for the backcountry skiers and snowshoers to park on the side of the road, or at their respective parking lots, without needing a special pass. And as the cabin-dwellers have their own parking, they would not have to request a special pass either.</p> <p>In conclusion, the best solution to the problem of traffic in Little Cottonwood Canyon, and Big Cottonwood Canyon as well, is to make it very hard for all of the people traveling from the same point A (the mouth of the canyon) to the same points B and C (Snowbird and Alta) to travel in five-thousand individual vehicles, and to make it very easy for them to travel in much fewer busses. This is the solution that would deliver the maximum number of people within the shortest amount of time with the fewest emissions. Not to mention that this approach would make it unnecessary to widen the road for an additional bus lane and would make it unnecessary to ruin several crags for gondola towers. While this solution would be much less flashy than the 8-mile gondola, it is the best way to preserve our Canyon, and to allow all access to it.</p> <p>As one concerned with the environment of the Wasatch Front and access to it, I would love to be a part of the conversation to assist in providing the best solution for all involved.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Thanks, Aaron Redd</p>	
40370	Redd, Aaron	<p>Little Cottonwood Canyon is a treasure trove of natural beauty, and recreational opportunities such as climbing, skiing, and hiking. Because it is such a beautiful place, it must be preserved while still providing access to it for recreational use. In order to provide both access and preservation, we, the skiers, must sacrifice convenience (being able to drive our own vehicles up and down the canyon during ski season) for conservation. The Gondola is an attempt to avoid the inevitable truth that it is unsustainable for thousands of skiers to drive their own vehicles—often with no one else in the car—to ski areas. If the goal of UDOT is to provide transportation without forgetting conservation, then the gondola is not the solution.</p> <p>Thirty cars that each contain one person and their gear occupy 10-15 times as much space on the road as a bus that fulfills the same end. Another lane for busses is not the answer. A gondola is not the answer. The answer is public transit, and more of it. Little Cottonwood, like some sections of Zion National Park, simply receives too much traffic during its busy season to allow everyone to drive their own vehicle through it. It is simply not sustainable, and makes the experience worse for everyone, as the traffic extends commute time all while thousands of vehicles idle, worsening the winter air quality still further.</p> <p>The solution is for skiers to take the bus, but taking the bus doesn't save them any time if the bus is still stuck in the traffic caused by everyone else. In order to guarantee that the bus will save people time in general, we need to reduce traffic by making the bus the easiest way to get to these ski areas. Now, there are some issues to resolve in making this the case. First, there are cabins in the area that are occupied year-round, and those people need to be free to drive up and down the canyon. Also, in the case of backcountry skiers, the busses may not arrive to the places they need to go and may not be able to get them there early enough, or retrieve them late enough. There are a few other exceptions like that, that would mean that there would need to be a number of special driving passes handed out, should bussing be required generally. I believe that this might cause a number of difficulties and proving that you are going to ski in the backcountry and not at the resorts would be difficult to regulate.</p> <p>I see one easy solution to this: The ski resorts must restrict parking spots to a small fraction of the current amount, and do this as the relevant government organizations promise to provide sufficient bussing to deliver all of the skiers (and more) that currently frequent the resorts. This would allow for even more skiers to access the ski areas, as the parking lots frequently fill up and people make the drive up and down without skiing (a bad deal for them, a bad deal for the other people on the road that can't make it to their destination as easily, and a bad deal for the planet). Additionally, this solution would allow for the backcountry skiers and snowshoers to park on the side of the road, or at their respective parking lots, without needing a special pass. And as the cabin-dwellers have their own parking, they would not have to request a special pass either.</p> <p>In conclusion, the best solution to the problem of traffic in Little Cottonwood Canyon, and Big Cottonwood Canyon as well, is to make it very hard for all of the people traveling from the same point A (the mouth of the canyon) to the same points B and C (Snowbird and Alta) to travel in five-thousand individual vehicles, and to make it very easy for them to travel in much fewer busses. This is the solution that would deliver the maximum number of people within the shortest amount of time with the fewest emissions. Not to mention that this approach would make it unnecessary to widen the road for an additional bus lane and would make it unnecessary to ruin several crags for gondola towers. While this solution would be much less flashy than the 8-mile gondola, it is the best way to preserve our Canyon, and to allow all access to it.</p>	A32.29VV
46061	Redd, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Redd</p>	A32.3A; A32.3F
44241	REDD, Olive	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olive REDD</p>	
50831	Redd, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Redd</p>	A32.3A; A32.3F
53337	Redd, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Redd</p>	A32.3A; A32.3F
48287	Reddeg, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Reddeg</p>	A32.3A; A32.3F
48615	Redden, Bentley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bentley Redden</p>	
39372	Reddy, Kathleen	Uphold Roadless Rule boundaries. Don't build a gondola. Use busses as in Zion National Park. That works fine.	A32.3A
39688	Reddy, Kathleen	Surely you can come up with a plan that is less destructive than a gondola. Why not use buses as are used in Zion? A gondola will harm the environment a it will be incredibly slow. It is not a reasonable solution.	A32.29VV
48150	Redemann, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Redemann</p>	A32.3A; A32.3F
42965	Redfearn, Merrill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Merrill Redfearn</p>	A32.3A; A32.3F
50782	Redford, Marlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Marlee Redford</p>	
43557	Redlawsk, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Redlawsk</p>	A32.3A; A32.3F
55285	Redquest, Kelbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelbi Redquest</p>	A32.3A; A32.3F
46808	reece, madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, madelyn reece</p>	A32.3A; A32.3F
46859	Reecer, Baxter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Baxter Reecer</p>	
40944	Reed, Amber	<p>This gondola would be a tragedy for Little Cottonwood Canyon, disrupting the majestic views that belong to us all as Utahns. There are other more affordable ways to relieve canyon congestion (like more busses, requiring permits, etc) that wouldn't permanently mar the canyon, destroying it forevermore. This also seems to be a deal that lines the pockets of a few (like the land owner who wants the parking structure built on his land) but that comes at an unacceptable cost to us all as the gondola structures would permanently destroy</p> <p>The majesty and pristine beauty of LCC. Please do not proceed with this gondola plan. Utahns and nature lovers everywhere beg of you to look for other solutions.</p>	A32.29VV
43172	Reed, Annabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabelle Reed</p>	A32.3A; A32.3F
42795	Reed, Beckett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beckett Reed</p>	A32.3A; A32.3F
56162	Reed, Bridget	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Bridget Reed</p>	
52483	reed, carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carter reed</p>	A32.3A; A32.3F
46222	Reed, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Reed</p>	A32.3A; A32.3F
44499	Reed, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fiona Reed</p>	A32.3A; A32.3F
53001	Reed, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Reed</p>	
41383	reed, kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kendall reed</p>	A32.3A; A32.3F
44580	Reed, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Reed</p>	A32.3A; A32.3F
47407	Reed, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Reed</p>	A32.3A; A32.3F
44607	Reed, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Reed</p>	
51182	Reeder, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Reeder</p>	A32.3A; A32.3F
55894	Reeder, Colin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colin Reeder</p>	A32.3A; A32.3F
54056	Reeder, Kelli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelli Reeder</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50474	Reeder, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Needless to say, this will not work. Culturally, Utahns drive. They will not take the gondola. The gondola will be empty, except holiday weekends when it's partially full of tourists who are staying in the valley. Explore other solutions; limit traffic, don't enable crowds.</p> <p>Regards, Kristina Reeder</p>	A32.3A; A32.3F
42844	Rees, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Rees</p>	A32.3A; A32.3F
40897	Rees, Robert	<p>As someone who is passionately engaged in environmental issues and who recently established a non-profit foundation to address them, I am gravely concerned about watershed issues as they relate to the proposed gondola up Little Cottonwood Canyon. tAs we are hopefully learning, water will be of increasing importance in the coming years. According to reliable studies the proposed gondola will have a negative impact on the greater Salt Lake metro area.</p>	A32.29VV
50166	Rees, Taea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taea Rees</p>	A32.3A; A32.3F
49142	Rees, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Rees</p>	
46138	Reese, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Reese</p>	A32.3A; A32.3F
48273	Reese, Giuliette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giuliette Reese</p>	A32.3A; A32.3F
47367	Reese, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Isaac Reese	
42146	Reese, Randi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randi Reese</p>	A32.3A; A32.3F
43790	Reetz, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Reetz</p>	A32.3A; A32.3F
48893	reeve, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison reeve</p>	A32.3A; A32.3F
41547	Reeves, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Reeves</p>	
54268	Regalado, Cristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristina Regalado</p>	A32.3A; A32.3F
49276	Regehr, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Regehr</p>	A32.3A; A32.3F
49970	Regehr, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Regehr</p>	A32.3A; A32.3F
46225	Reglin, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Reglin</p>	
54941	Rehmer, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Rehmer</p>	A32.3A; A32.3F
41391	Rehtus, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Rehtus</p>	A32.3A; A32.3F
56063	Rei, Darby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darby Rei</p>	A32.3A; A32.3F
40049	Reich, Todd	I am in support of the Gondola. Yes, it will impact wildlife in the short run during construction, but over the long run this type of transportation has the Least environmental impact.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51787	Reichdan, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Reichdan</p>	A32.3A; A32.3F
46506	Reichelt, Cecelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cecelia Reichelt</p>	A32.3A; A32.3F
46889	Reichelt, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Reichelt</p>	A32.3A; A32.3F
39920	Reid, Collier	<p>Putting a toll on travel up LCC should never happen. You would be killing the goose that laid the golden egg. I'm in favor of the gondola but don't think you should put a toll on the road to make the gondola feel more economical. Thank you for consider all comments from the community in your study. To give you some additional perspective, I'm 71 and have been skiing in LCC for 61 years.</p>	A32.29VV
45361	Reid, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Reid</p>	
53663	Reid, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Reid</p>	A32.3A; A32.3F
49090	reid, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison reid</p>	A32.3A; A32.3F
50796	Reid, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Reid</p>	A32.3A; A32.3F
53799	Reid, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Reid</p>	
54188	reid, sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sydney reid</p>	A32.3A; A32.3F
41496	reid, zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zoe reid</p>	A32.3A; A32.3F
50640	Reidhead, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Reidhead</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51662	Reidhead, Mckenzie	<p>To whom it may concern,</p> <p>Hi!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Who thought this was a good idea? I would love to see 1.4 billion go to our schools, please and thanks.</p> <p>With consideration, Mckenzie</p> <p>Regards, Mckenzie Reidhead</p>	A32.3A; A32.3F
39436	Reilly, Carrie	<p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>The Roadless Rule boundaries must be upheld over building gondola towers.</p>	A32.3A; A32.3G
40874	Reilly, James	<p>The best case scenario for the use of the gondola will materially increase the risk of fatalities and therefore the LCC gondola will be as insurable as a Russian oil tanker</p> <p>When your best-case scenario becomes your worst nightmare it is time to walk away.</p> <p>Last Thursday (4/6/23) the Chickadee slide at Snowbird delivered the knockout blow to the LCC Gondola.</p> <p>Had the LCC not been closed (Snowbird was open) this near miss could have become a tragedy. Instead of several hundred skiers on the mountain, there could have been several thousand.</p> <p>The slide occurred at the top of the beginner's slope where the bypass road intersects with 210. On most open LCC days there would be tens of people right in the slide path.</p> <p>The closing of the LCC for avalanche control work acts (and acted) as a canary in the coal mine-type circuit breaker. Because the canyon was closed only guests were able to ski. This situation is typically called a coveted "country club day".</p> <p>There can be no doubt that LCC commuters would love to participate in such a great skiing experience.</p> <p>The expressed purpose of the gondola is to bypass the LCC avalanche danger and deliver skiers directly to the mountain so they can ski on these very best powder days.</p> <p>Had there been a gondola successfully working during this explicitly planned scenario it would have deposited thousands of skiers near or directly on the slidepath.</p> <p>If one looks at the slide, at the map, and at the normal traffic for Snowbird there can only be one conclusion. The successful use of a gondola materially raises the risk of many people being killed.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>One can debate how and when this would happen but these opinions are mere speculation.</p> <p>What is not speculation is the requirement to obtain insurance for both the gondola and for Snowbird.</p> <p>Ford Motor Company paid out a fortune because they cynically calculated how many would die from Pinto gas tank explosions and decided it was cheaper to fight the lawsuits than change the car. It is unlikely that SnowBird, Alta, and the gondola sponsors have such deep pockets.</p> <p>LCC has just given us all a nearly literal shot across the bow (or at least the road). Ignoring this risk is no longer possible without putting lives in unnecessary jeopardy.</p> <p>Even if you grant that all the pro-gondola arguments are true and the other anti-gondola arguments are false it does not matter.</p> <p>What makes the gondola into the gone-dola is that with such a known risk it is about as insurable as one of Vladimir Putin's oil tankers.</p>	
52673	Reilly, Kylynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylynn Reilly</p>	A32.3A; A32.3F
40327	Reimann, Christy	<p>the gondola is not the solution to LCC's traffic woes. Other less destructive and more effective transit solutions such as bussing and micro transit shuttles would serve more canyon users and be a wiser use of taxpayer's money.</p>	A32.29VV
52778	Reimann, Kari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kari Reimann</p>	A32.3A; A32.3F
40909	Reimann, Kariann	<p>The gondola is a waste of tax payer money. It only benefits two ski resorts, who are not paying for it. It doesn't provide any added benefit and will be an eye sore. Please consider shutting down traffic and trying a shuttle system like Zion.</p>	A32.29VV
45734	Reimer, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Reimer</p>	
48880	Reimers, Taliesin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taliesin Reimers</p>	A32.3A; A32.3F
49307	Rein, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Rein</p>	A32.3A; A32.3F
48833	Reis, Robert	<p>To whom it may concern,</p> <p>Real locals don't support the gondola.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Reis</p>	A32.3A; A32.3F
54374	Reison, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dave Reison</p>	
47641	Reiss, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Reiss</p>	A32.3A; A32.3F
45220	Reiter, AJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AJ Reiter</p>	A32.3A; A32.3F
42694	Reiter, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Zack Reiter	
45484	Reitsma, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Reitsma</p>	A32.3A; A32.3F
42003	Remick, Janneke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janneke Remick</p>	A32.3A; A32.3F
48993	Remillard, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Remillard</p>	A32.3A; A32.3F
46720	remington, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy remington</p>	
45930	Remlinger, Ted	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ted Remlinger</p>	A32.3A; A32.3F
43881	Rommel, Aubree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubree Rommel</p>	A32.3A; A32.3F
54099	Remmert, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Remmert</p>	A32.3A; A32.3F
46554	Remshik, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Remshik</p>	
49851	Rencher, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dave Rencher</p>	A32.3A; A32.3F
40271	Renfro, Sarah	<p>Please do not put a gondola in the Wasatch canyons! It is NOT the right solution to the issues we are facing > Invest in better bus transportation, incentivize carpooling, invest in electric buses, there are many other options!</p>	A32.29VV
39928	Rengstorf, Jean	<p>Transportation should serve the canyon, not just two ski resorts.</p> <p>Stay with bus BUT why can't they stop at popular trailheads?</p> <p>Lets get the traffic and road congestion down.</p>	A32.29VV
54897	Renkey, Emily	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed and alter the fragile alpine ecosystem.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Renkey</p>	A32.3A; A32.3F
44166	Rennardson, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Rennardson</p>	
55302	Renner, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Renner</p>	A32.3A; A32.3F
45399	Renner, Shaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaylee Renner</p>	A32.3A; A32.3F
50905	Reno, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Reno</p>	A32.3A; A32.3F
54463	Renouard, Maranda	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maranda Renouard</p>	
51538	Renteria, Aliyah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aliyah Renteria</p>	A32.3A; A32.3F
40145	Renz, Ron	<p>I am absolutely against the gondola up the canyon plan. This is both an environmental and economically bad idea. The better plan is as follows.</p> <ol style="list-style-type: none"> 1) add snow sheds to the avalanche prone portions of the road 2) Increase Bus routes and run times, with dedicated bus only lanes 3) Charge a toll for ALL vehicles, and make it significant enough to discourage car usage, and encourage bus usage (say a \$50 toll at peak times, and a \$10 all other times) This would help pay for needed improvements BTW. 4) There is no need for adding lanes. Allow only up or down vehicle traffic at certain times. (i.e. up in the morning rush times, down in the afternoon rush times. This will further encourage bus use and discourage private vehicle use. 5) Charge a significant fee for all day parking. Say \$50 per day, \$100 per day on Weekends. This will further encourage bus use. 6) Strictly enforce parking along the road by almost instant towing and very high fines, say \$250 week days, \$500 weekends. This will almost instantly solve this problem. <p>If you think that the gondola would operate during peak avalanche times, dream on. An avalanche is capable of bringing down gondola towers.</p>	A32.29VV
55819	Reschke, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Reschke</p>	
53357	Reschke, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Reschke</p>	A32.3A; A32.3F
52315	Reschke, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Reschke</p>	A32.3A; A32.3F
40865	Reschke, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Reschke</p>	A32.3A; A32.3F
55737	Resnick, Julianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julianne Resnick</p>	
50802	Ressler, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Ressler</p>	A32.3A; A32.3F
39415	Reuling, Bart	<p>Would like to support the Gondola recommendation with the caveat that the 2 ski resorts should pick up 2/3 to all of the cost of that transportation system. Counties and state should provide mass transit approach to the mouth of the canyon(s) and parking in the valley.</p>	A32.29VV
40208	Reuling, Bart	<p>The assessment in regards to the roadless area seems very reasonable, especially with the minor amount of acreage that would be impacted. And with the longer term aspect of less car traffic</p> <p>(through a smart mass transit system) in the canyon especially in the winter months. The summer car traffic could be managed through some tolling provisions. I am also believing there could be additional management measures to maintain a balanced ecological environment. We absolutely want to maintain our watershed, and balance the recreation opportunities so everyone can have quick and reasonable access to and from the canyons, while maintaining the watershed and the pristine areas that we all have loved for years. With the recent heavy winter as an example, a gondola approach would have allowed the ski resorts more flexibility in staying open more and allowing guests more opportunity to come and go with out disruption. I am not in favor of Utah tax payors footing the bill for this transportation option. I do believe that the cities should all coordinate their efforts to bring the mass transit and parking facilities to reach the base of Mill Creek, Big & Little Cottonwood Canyons.</p>	A32.3A; A32.3F; A32.10G
39892	Reus, Sandra	<p>Asking for comments when UDOT has already made the decision to go with the Gondola option is laughable and pure hypocrisy. What a show!</p>	A32.29VV
47618	Reuter, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Reuter</p>	A32.3A; A32.3F
46597	Revelle, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Revelle</p>	
48479	revie, michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, michael revie</p>	A32.3A; A32.3F
41970	Rewey, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Rewey</p>	A32.3A; A32.3F
47756	Reyes, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Reyes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55571	Reyes, Kerin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerin Reyes</p>	A32.3A; A32.3F
46452	Reyes, Obed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Obed Reyes</p>	A32.3A; A32.3F
50464	Reyes-Lares, Angel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angel Reyes-Lares</p>	A32.3A; A32.3F
49150	Reymann, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Reymann</p>	
55113	Reynolds, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Reynolds</p>	A32.3A; A32.3F
41060	Reynolds, Dave	<p>I am adamantly opposed to the Little Cottonwood gondola. I use Little Cottonwood canyon year-round. I bike up this beautiful canyon 2-3 times a week. It makes me sick to think that this treasure will be permanently scarred with 20 unsightly towers and angle stations as high as 262 feet. And to be used only part of the year. And paid by salt lake tax payers.</p> <p>It appears to only strong advocate of this gondola is Snowbird Ski Area. And of course all they see is dollar signs with no regard into turning Little Cottonwood canyon into a Disney Land attraction. Contrarily this canyon will ruin the Little Cottonwood experience by putting even more people into the ski areas. Which Snowbird and Alta already cannot handle.</p> <p>And why is this Gondola exempt from the Roadless Rule? The foot print of the gondola is no different from a road.</p> <p>Lastly, this gondola will still have closures during avalanche mitigation. And many wind delays and closures.</p> <p>Please strongly consider alternates to the gondola and give Little Cottonwood canyon the respect it deserves.</p> <p>Dave Reynolds</p>	A32.3G
42270	Reynolds, Hayley	<p>Based on the supplemental report provided, it is clear that either of the enhanced bus service options are both cost effective and environmentally conscious with minimal footprint in all 3 IRAs. It is unethical to continue with the gondola and rail plans that will not speed traveler time or capacity and will damage the ecosystems on which they are built. This [REDACTED] resident and tax payer is not in support of any gondola or rail plans.</p>	A32.3A
55445	Reynolds, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Reynolds</p>	A32.3A; A32.3F
47787	Reynolds, Leonard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leonard Reynolds</p>	
47044	Reynolds, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Reynolds</p>	A32.3A; A32.3F
45494	Reynolds, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Reynolds</p>	A32.3A; A32.3F
44863	Reynolds, Zoie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoie Reynolds</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53259	Reynoso, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Reynoso</p>	A32.3A; A32.3F
48753	Reynoso, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Reynoso</p>	A32.3A; A32.3F
41105	Rhees, Allyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allyson Rhees</p>	A32.3A; A32.3F
44885	Rhineer, Bri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bri Rhineer</p>	
53508	Rhinehart, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Rhinehart</p>	A32.3A; A32.3F
50928	Rhoades, Sienna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sienna Rhoades</p>	A32.3A; A32.3F
46661	Rhoads, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Rhoads</p>	A32.3A; A32.3F
52430	Rhodes, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Rhodes</p>	
45846	Rhodes, Gabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabi Rhodes</p>	A32.3A; A32.3F
53103	Rhodes, Kaitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlin Rhodes</p>	A32.3A; A32.3F
43821	rhodes, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate rhodes</p>	A32.3A; A32.3F
41824	Rhubottom, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Rhubottom</p>	
52442	Ricaurte, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Ricaurte</p>	A32.3A; A32.3F
43508	Riccomini, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Riccomini</p>	A32.3A; A32.3F
44693	Riccomini, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tyler Riccomini	
46687	Rice, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Rice</p>	A32.3A; A32.3F
39404	Rice, Bill	I am writing in regards to the Roadless Area Conservation Rule regarding the proposed gondola in Little Cottonwood Canyon. If the gondola is approved, from what I can see, there would be 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within numerous Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes. These areas need to be protected.	A32.29VV
42801	Rice, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Rice</p>	A32.3A; A32.3F
50335	Rice, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Rice</p>	A32.3A; A32.3F
39386	Rice, Patty	No gondola! Roadless Rule boundaries must be upheld over building gondola towers in LCC.	A32.29VV
49605	Rice, Vita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vita Rice</p>	
48729	Rich, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Rich</p>	A32.3A; A32.3F
53837	Rich, Chiara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chiara Rich</p>	A32.3A; A32.3F
42924	Rich, Haily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haily Rich</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43729	Rich, Katiushka	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katiushka Rich</p>	A32.3A; A32.3F
39885	Rich, Kory	I support the gondola	A32.29VV
52037	Rich, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Rich</p>	A32.3A; A32.3F
54125	Rich, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Rich</p>	A32.3A; A32.3F
40698	Rich, Stefahn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stefahn Rich</p>	
39864	Richards, Chrissy	NO GONDOLA!!! Too expensive, doesnt serve the average taxpayer let alone the average canyon user, permanent eyesore, taking away the beloved wilderness feel of the Wasatch.	A32.29VV
49876	Richards, Deb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deb Richards</p>	A32.3A; A32.3F
52837	Richards, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Richards</p>	A32.3A; A32.3F
52178	Richards, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Richards</p>	A32.3A; A32.3F
49278	Richards, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Richards</p>	
39288	Richards, Holley	<p>I feel that all of the options to increase the number of people in the canyon especially in the winter will not solve the problem. Going forward the demand for canyon activities will only increase. The more capacity the more people. At some point in the future there must be limits on the number of people in the canyon. Environmental sustainability of LLC will come to an end. I question the rational of spending so much money for a fix that really doesn't solve the problem. Perhaps a reservation system and a fee would be a wise idea. Look at what has happened Arches National Park. A reservations system and a booth at the mouth could be staffed and maintained at a minimal cost compare to the current proposed alternatives. Thank you</p>	A32.29VV
41350	richards, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac richards</p>	A32.3A; A32.3F
47451	Richards, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Richards</p>	A32.3A; A32.3F
55801	Richards, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Richards</p>	
52464	Richards, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Richards</p>	A32.3A; A32.3F
40674	richards, Kaylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylie richards</p>	A32.3A; A32.3F
44334	Richards, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Richards</p>	A32.3A; A32.3F
49308	Richards, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Richards</p>	
55542	Richards, Sandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandra Richards</p>	A32.3A; A32.3F
54388	Richards, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Richards</p>	A32.3A; A32.3F
40081	RICHARDS, TARYNN	<p>It makes a lot more sense to implement a frequent, efficient bus service before going to the expense and enduring the damage of building a gondola. This seems like a no brained to me. Our canyons are too precious to alter in such an intrusive way as a gondola. I don't know a single person in Utah who supports a gondola. Let's try the simple less invasive solution first!</p>	A32.29VV
49052	Richardson, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Elizabeth Richardson	
49822	Richardson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Richardson</p>	A32.3A; A32.3F
48570	Richardson, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Richardson</p>	A32.3A; A32.3F
48221	Richardson, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Richardson</p>	A32.3A; A32.3F
41695	Richardson, Karen	I am retired and probably drive up canyon 200 days per year in all seasons to ski, hike, camp. I could not imagine having to take a gondola up each time and invest the time and money to do so. Considering these outlier winters we have, why can't we have more buses or an extra lane xs gondola. My vote is no for the gondola.	A32.29VV
53067	Richardson, Lorraine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorraine Richardson</p>	
46642	Richardson, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Richardson</p>	A32.3A; A32.3F
45715	Richardson, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Richardson</p>	A32.3A; A32.3F
47162	Richardson, Trace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trace Richardson</p>	A32.3A; A32.3F
39898	Richardson, Willis	<p>I feel busses are the only solution. Condemnation of a large parcel of land at the bottom of the canyon for a huge carpark is the solution without derogation of the canyon. If you build a ski lift how are you going to evacuate it if there is a storm? I feel buses only and no cars. The gondola approach is absurd and will never pay off.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40857	Richardson, Willis	I find the entire absurd. You need busses only, confiscate enough land at the bottle of Little Cottonwood Canyon. Have a parking lot for 10,000 cars and the problem is done. Quit trying to make a chicken program into reality.	A32.29VV
45925	Richens, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Richens</p>	A32.3A; A32.3F
50790	Richey, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Richey</p>	A32.3A; A32.3F
47037	Richins, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Richins</p>	A32.3A; A32.3F
43295	Richins, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Richins</p>	
49525	Richins, Kass	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kass Richins</p>	A32.3A; A32.3F
52896	Richins, Kasey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kasey Richins</p>	A32.3A; A32.3F
49510	richins, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn richins</p>	A32.3A; A32.3F
49395	Richins, Kiley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiley Richins</p>	
53196	Richins, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Richins</p>	A32.3A; A32.3F
49520	Richins, Rulon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rulon Richins</p>	A32.3A; A32.3F
39490	Richlin, Bradley	<p>Only in Utah would a gondola like this be rammed down citizens throats. Besides the long time it will take for the gondola ride, the parking lot will be a mess on weekends and holidays and the line to get on the gondola will be bad as well. But you already know this.</p> <p>We need better (covered) parking structures for enhanced bus service. If we have to get ripped off by the politicians who bought the land for the gondola, how about building a huge parking structure on it and run the busses from there?</p>	A32.29VV
51343	Richman, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Richman</p>	
49327	Richman, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Richman</p>	A32.3A; A32.3F
48711	Richman, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Richman</p>	A32.3A; A32.3F
53039	Richman, Tawnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tawnie Richman</p>	A32.3A; A32.3F
54563	Richmond, Amie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amie Richmond</p>	
48781	Richter, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Richter</p>	A32.3A; A32.3F
40782	rickard, Mitchel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchel rickard</p>	A32.3A; A32.3F
49503	Rickards, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Rickards</p>	A32.3A; A32.3F
50643	Rickers, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Rickers</p>	
55163	Rickert, Hjordis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hjordis Rickert</p>	A32.3A; A32.3F
41179	Rickert, Timmy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timmy Rickert</p>	A32.3A; A32.3F
49390	Ricketts, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Erin Ricketts	
53763	Ricketts, Micala	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micala Ricketts</p>	A32.3A; A32.3F
41126	Ricketts, Sydney	<p>NO GONDOLA</p> <p>NO GONDOLA</p> <p>NO GONDOLA</p>	A32.29VV
45334	Ricks, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Ricks</p>	A32.3A; A32.3F
51058	Ricks, Saydria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saydria Ricks</p>	A32.3A; A32.3F
52375	Ricks, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Ricks</p>	
44126	Rico, Valeria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valeria Rico</p>	A32.3A; A32.3F
42066	Ridd, Devon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devon Ridd</p>	A32.3A; A32.3F
46832	Ridd, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jessie Ridd	
49782	Riddle, Aylese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aylese Riddle</p>	A32.3A; A32.3F
53223	Rideout, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Rideout</p>	A32.3A; A32.3F
52049	Ridgeway, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Ridgeway</p>	A32.3A; A32.3F
49037	Riding, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Riding</p>	
43829	Riding, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Riding</p>	A32.3A; A32.3F
39596	Riedley, Susan	<p>As a resident living near Little Cottonwood Canyon, it is clear to me that the least environmental impact is to Enhanced Bus NO WIDENING. The loss of environmental boulders would be too significant to the landscape that makes Little Cottonwood unique. Gondolas or a Cog Rail would be destructive eye-sores. Please listen to those of us who live nearby. The resorts should be paying for the Enhanced Buses, not taxpayers.</p>	A32.29VV
40333	Riedley, William	<p>I don't necessarily support any of these proposals. If I had to pick, I'd go with the enhanced bus--same travel time to the resorts as a gondola, but without the construction and wilderness impact.</p>	A32.29VV
42673	Riedy, Brigid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brigid Riedy</p>	A32.3A; A32.3F
53264	rieger, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Andrew rieger	
53372	Rieger, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Rieger</p>	A32.3A; A32.3F
46043	Rielly, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Rielly</p>	A32.3A; A32.3F
41272	Riemony, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Riemony</p>	A32.3A; A32.3F
46568	Riensema, Alina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alina Riensema</p>	
42560	Riesterer, Kelcie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelcie Riesterer</p>	A32.3A; A32.3F
49912	Riffel, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Riffel</p>	A32.3A; A32.3F
50034	Riffo-Jenson, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Why are you interested in destroying a great canyon? You would be heavily disturbing wildlife habitats of all kind and disrupting our watershed. This is not acceptable by any means and it is not fair that our taxes would be supporting your Destructive project. You need to choose a different solution that isn't going to be damaging our natural environments on such a large scale.</p> <p>I support solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law. Create more busing services and parking for the "park and ride option."</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please do not go forward with this damaging project.</p> <p>Regards, Sophia Riffo-Jenson</p>	
52735	Rifkin, Anya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anya Rifkin</p>	A32.3A; A32.3F
42023	rigby, adeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, adeline rigby</p>	A32.3A; A32.3F
45863	Rigby, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Rigby</p>	A32.3A; A32.3F
45981	Rigby-Smith, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Rigby-Smith</p>	
47853	Riggenbach, Corey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corey Riggenbach</p>	A32.3A; A32.3F
40309	Riggle, Chris	<p>I am very much against the gondola, for about 10 reasons, and very much in favor of using electric buses.</p> <p>The gondola only benefits 2 private companies, 3 if you count La Caille.</p>	A32.29VV
41632	Riggle, Chris	<p>Any widening of the road or digging in the ground for gondola pads will decrease air quality as well as cause irreparable harm. to the creek and the water that I drink.</p>	A32.29VV
40408	Riggle, Mike	<p>Look at alternatives, compute how many days a year a tram would be necessary versus the cost per day, but please be sitting down when you do it.</p>	A32.29VV
45973	Riggs, Dylann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylann Riggs</p>	A32.3A; A32.3F
43039	Riggs, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Riggs</p>	
51043	Riggs, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Riggs</p>	A32.3A; A32.3F
40810	Rigsby, Kacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kacey Rigsby</p>	A32.3A; A32.3F
41596	Rigz, Dunston	No gondola	A32.29VV
50107	Riley, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Riley</p>	A32.3A; A32.3F
40751	Riley, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Riley</p>	
55446	Riley, Lola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lola Riley</p>	A32.3A; A32.3F
45406	Riley, Sydnie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnie Riley</p>	A32.3A; A32.3F
53397	Riley, Taya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taya Riley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43054	Rindflesh, Gaea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gaea Rindflesh</p>	A32.3A; A32.3F
51822	Rindlesbach, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Rindlesbach</p>	A32.3A; A32.3F
43106	Rindos, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Rindos</p>	A32.3A; A32.3F
41909	Ringquist, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Ringquist</p>	
41781	Rinkavage, Blase	<p>LCC is in a panic. Rushing for an expensive and expansive “solution” to roadway traffic, delays, and accidents. Air quality is also a concern that, while improved upon by the gondola when completed, has not had so much as an attempted solution to this point. A hurry to burn local taxpayers money is not the way to an answer. A toll should be placed on the canyon to incentivize riding an improved bus system, while rewarding carpoolers with less of a toll. The bus system can be expanded or shrunk depending on need, the gondola cannot. Let’s try a more malleable idea before committing to 9 figures worth of expenses paid by those who operate the mountain for tourists. LCC is just one of the problem canyons in the immediate area, yet there are no proposed solutions for anywhere else *cough, cough* BCC. The construction of the gondola will also bring noise, roadway closures and hazards as well as pollution to LCC for years, while the gondola will not even remain open year round. Not to mention that the gondola will result in increased traffic, congestion, and pollution in the neighborhoods just outside the canyon who are the ones paying for this atrocity of an idea. The infrastructure can not handle the 3,000 people who will ride the gondola back down to their cars, where they will be caught in a red snake out of the parking garage. Toll the road, limit the canyon to a certain number of cars, and then bus everyone else. Boom, multi-billion dollar problem solved. You’re welcome.</p>	A32.29VV
55165	Rinkavage, Roger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roger Rinkavage</p>	A32.3A; A32.3F
51184	Riolo, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Riolo</p>	A32.3A; A32.3F
53855	rios, brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as “Roadless,” let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, brenda rios	
45032	ripley, megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, megan ripley</p>	A32.3A; A32.3F
52612	Ripple, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Ripple</p>	A32.3A; A32.3F
55291	Risheim, Simen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simen Risheim</p>	A32.3A; A32.3F
41038	Risley, Mike	I am firmly against the Gondola. It does nothing that more and better buses couldn't do, but at a much higher cost to the government. If we wish to reduce traffic and easier route would be a reservation system or something else. There are countless better options than this shameless money grab by the resorts.	A32.29VV
51171	Ristine, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Ristine</p>	
39602	Riter, Frances	As a taxpayer I'm very much against this project. Why should I pay for something I will NEVER use and can't afford!!	A32.29VV
39857	Ritner, Chris	I do not want a gondola in utah	A32.29VV
46757	Ritner, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Ritner</p>	A32.3A; A32.3F
53886	Rittenhouse, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Rittenhouse</p>	A32.3A; A32.3F
44063	Ritter, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Eric Ritter	
55126	Rivadeneira, ethmey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ethmey Rivadeneira</p>	A32.3A; A32.3F
43531	Rivas, Celeste	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Celeste Rivas</p>	A32.3A; A32.3F
44051	Rivas, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Rivas</p>	A32.3A; A32.3F
52897	Rivelli, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Rivelli</p>	
49835	Rivera, Axel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Axel Rivera</p>	A32.3A; A32.3F
46090	Rivera, Dominique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominique Rivera</p>	A32.3A; A32.3F
50328	rivera, Mara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mara rivera</p>	A32.3A; A32.3F
45586	Rivers, Chantel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chantel Rivers</p>	
41776	Rivers, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Rivers</p>	A32.3A; A32.3F
49132	Rivetti, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Rivetti</p>	A32.3A; A32.3F
54877	rixford, Delaney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Delaney rixford</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54496	Rizzi, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Rizzi</p>	A32.3A; A32.3F
42228	Roa, Benjamin	<p>It's obvious that travel in the canyon during the winter is a huge issue for UDOT and the patrons of the ski resorts. However, it seems to me and the vast majority of the Salt Lake locals I've talked to that Gondola option B is not the correct solution, due to its permanent, brush, and unnecessary nature. Little Cottonwood Canyon is world renowned for its incredible access to not only skiing, but also hiking, climbing, mountain biking, and general outdoor access. A gondola is an irreversible and wildly expensive solution to the traffic problem, where it seems that other solutions exist.</p> <p>In your attached report, both bus options are described as 'scalable,' which I think is a key word in this conversation. Starting by enhancing the buses and making more stops all over the valley has some serious potential to make the bus option the path of least resistance to many ski resort patrons. If there was a continuous and regular bus line from the U of U campus to the ski resorts for example, that would likely eliminate hundreds of cars from the canyon every day.</p> <p>The landscape of this canyon means an immeasurable amount to thousands and thousands of people, both Utahns and otherwise. Companies as large as Patagonia and Black Diamond have taken up the cause against this project, which shows widespread investment in the resource that is Little Cottonwood. Personally I learned how to hike, mountain bike, and rock climb in this canyon. I have traveled the world in the pursuit of outdoor activities, and I can tell you that there are not many places next to a large city that have the access, diversity, and beauty of Little Cottonwood.</p> <p>I urge UDOT and those involved in the solution to heavily consider the scalable options before irreversibly marring this beautiful and unique canyon.</p>	A32.29VV
55120	Roa, Leticia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leticia Roa</p>	A32.3A; A32.3F
44965	Roach, Mikelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikelle Roach</p>	
45400	Roach, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Roach</p>	A32.3A; A32.3F
43784	Roache, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Roache</p>	A32.3A; A32.3F
41711	Roane, Jerry	<p>Dear Sirs</p> <p>TriTrack should have been considered.</p>	A32.29VV
39248	Roane, Jerry	<p>TriTrack 55 million dollar bid was ignored. Why can't this comment form take a graphic? The check mark graphic is all green checks for the TriTrack alternative and zero climbing boulders would be damaged by installing elevated high speed guideway. The trip time is 5 minutes end to end and because these are dual mode they go to all the locations not just stations or bus stops.</p>	A32.29VV
48365	Roark, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Roark</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53930	robbins, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe robbins</p>	A32.3A; A32.3F
47022	Robbins, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Robbins</p>	A32.3A; A32.3F
41724	Robbins, Libby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>DONT JEOPARDIZE THE FUTURE OF LCC</p> <p>Regards, Libby Robbins</p>	A32.3A; A32.3F
47466	robbins, micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, micah robbins</p>	
55547	Robbins, Samuel	<p>To whom it may concern,</p> <p>LISTEN UP! I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. THE BUSES ARE THE FUTURE</p> <p>Regards, Samuel Robbins</p>	A32.3A; A32.3F
54225	robbins, vicky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, vicky robbins</p>	A32.3A; A32.3F
53316	Robbins, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Robbins</p>	A32.3A; A32.3F
41277	Robert Augason, P.	<p>There have been five (5) environmental studies on this road. Ralph Becker (Central Wasatch Commission Executive Director) had a company that did at least one of these and has made millions. Is he or one of his friends going do another evaluation? Can you not take the prior ones for another pretend review and safe the tax payer millions in redistribution to special interests?</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41266	Robert Augason, P.	<p>Those, and their ancestors, that build the roads and infrastructure should not be held hostage to implants and tourists. They only consume our resources.</p> <p>If further development is desired then those who are getting gain from it should put in the infrastructure.</p> <p>The worker in Central or Southern Utah should not be enslaved to give up their livelihood for those who want to increase convenience for others.</p> <p>Those who own the property up the canyons and use the roads should not be restricted or charged for the right to their properties.</p> <p>The property owners in the canyons are given less rights in this process than the propaganda money machines. I should be the property owners that decide and not special interests. These organizations are looking for direct and indirect benefit.</p> <p>Property owners deserve the ongoing access to their properties without burden or additional fees.</p> <p>Has anyone looked at those who make money allowing trespassers on the private property. The businesses don't even clean up the mess after their patron's use the land. This is an annual clean up mess.</p>	A32.29VV
42871	Roberte, Harleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harleigh Roberte</p>	A32.3A; A32.3F
43841	Roberts, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Roberts</p>	A32.3A; A32.3F
53130	Roberts, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Roberts</p>	
39300	Roberts, Brian	<p>I am a resident of Salt Lake City, Utah. I have lived in Utah most of my life other than a few years I lived in New Zealand.</p> <p>I strongly oppose building a gondola in Little Cottonwood Canyon. It would make the canyon ugly and look like an amusement park. It would ruin the beauty of Utah that people come from all over the world to see.</p> <p>You should be ashamed for how you are conducting this process, not following the wishes of the majority of people who oppose the gondola. Twice UDOT asked for public comments. Thousands of comments were received, the majority against building it. Now you are asking for comments again. Why can't you read the previous comments? The majority of people don't want it!</p> <p>There are only about ten winter days per year the road has problems. Due to global warming, some scientists predict there won't be snow in North America by 2050. That is only 27 years from now. All across Europe ski resorts are experiencing little to no snow this winter. Ski races are being postponed or canceled due to lack of snow. Glaciers are melting fast, including in New Zealand in the Southern Hemisphere. The world is warming up fast. Snow is leaving. Skiing is a doomed industry.</p> <p>Therefore, an ugly gondola is not needed. It is a waste of taxpayer money.</p> <p>I went to a meeting about the gondola held in a high school. I sat next to David Fields, Snowbird's general manager. I had in my hands several printouts from UDOT estimating how many people each option could move per hour up and down the canyon. This included car, bus, gondola and train. Each option moved about the same number of people. I asked David Fields why not build a train like Europe does. He said it wouldn't carry enough people. But the Gondola, which he is for, carries about the same number of people as each option, including train, bus and car.</p> <p>Those few in favor of the gondola, including David Fields, are speaking out of both sides of their mouth. They say it is necessary because the road is icy and dangerous during the winter. If that was their main reason for a gondola, they would want to end road travel in the canyon. They don't want this. They want BOTH. Why? The ski resorts want as many customers per day as possible. Since the road can only move a given number of vehicles per day, they want it to continue (no matter how dangerous) and the gondola to run at the same time. You are being hoodwinked if you think the gondola is about improving safety!</p> <p>What the ski resorts want is more people to travel up the canyon at the same time. This will cause congestion at the ski resorts. When the ski resorts were built they knew it is a narrow canyon with one way in and the same way out. Now they want more.</p> <p>If the ugly gondola is built then the road should no longer be used for any private citizens going to the two ski resorts. Any private vehicles traveling to the two ski resorts should be ticketed. Emergency personnel, ski resort delivery trucks and maintenance vehicles would be allowed.</p> <p>Would the ski resorts want this? No! They want people to be able to travel by road and gondola at the same time. They want double the amount of people to be able to travel up and down the canyon, while falsely claiming the road is dangerous and this is about public safety.</p> <p>The gondola is also being promoted as being "clean." It will be powered by DIRTY COAL.</p> <p>I believe you are out of touch since you are even considering such a foolish thing!</p> <p>Just because something CAN be done does not mean it SHOULD be done. You are ignoring what matters most – keeping our Utah beautiful.</p> <p>Years ago I traveled by raft through the Grand Canyon. While in the Grand Canyon I saw old scars where the Federal Government drilled and tested different locations in the canyon to build a dam and fill the Grand Canyon with water. Luckily, people came to their senses and this didn't happen. I hope you come to your senses and don't build the gondola or widen the road. Don't do anything that will make the canyon ugly.</p> <p>What I also don't like about the gondola is it would NOT be safe. The ride will be 37 minutes long. Each car only has room for about 20 people to sit yet will be packed with up to 35 people. That means 15 people will be standing holding their skis. Ski resorts make a lot of money selling alcohol. Skiers will drink. Many will come back down the canyon drunk. Drinking and fighting go hand in hand. Fights inevitably will break out in the gondola cars. Many Utahns carry guns.</p> <p>The gondola will become a target for mass shootings. I highly doubt you plan to make every gondola passenger go through a metal detector and security prior to boarding the gondola. If you do that it will cost a lot of money for employees and equipment. It will slow down the boarding. If you don't do it, the gondola could be easily destroyed with only \$40 dollars (100 rounds of 9 mm x 40 cents per round equals \$40). If there is a mass shooting on the gondola, people will never want to ride it again. It will probably be taken down, just like some schools are torn down after mass shootings. The mass shooting at Trolley Square caused most people to stay away, most businesses to leave. It has never been the same.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>If you ignore the majority of people who are oppose to the gondola and build it anyway, I expect many of them, including myself, will never visit the Little Cottonwood Canyon ski resorts ever again. I expect some of them will create websites and encourage out of state tourists to avoid skiing in this canyon. If this happens, it could put Snowbird and Alta out of business.</p> <p>Utah isn't unique in having transportation bottlenecks. One exists in New Zealand's Milford Fiord, a popular tourist attraction. It is many hours out of the way, one way in and one way out. There have been many proposals to solve it, including a new road, tunnel, monorail, and gondola. New Zealand's ecologically minded government has rejected every proposal.</p> <p>https://en.wikipedia.org/wiki/Transport_in_Milford_Sound</p> <p>I would much rather Utah spent the money saving the Great Salt Lake. It is what most Utah residents care about since it directly affects our health and our way of life. Due to the lake being the lowest level in recorded history, our summers are now unbearably hot and dry. The dust from the drying up Great Salt Lake contains mercury and arsenic. It is causing asthma and heart attacks. I've read it will shorten each of our lives by 2 years.</p> <p>What would help the ski industry in Utah more, build an unnecessary ugly gondola, which most people oppose, or help restore the Great Salt Lake, which most people are for and would provide more snow?</p> <p>The Catholic Church in Utah came out against building the gondola. It said the money could be much better spent, that it is enough money to pay for everyone in Utah to use mass transit for free.</p> <p>We are running out of water. Skiing in Utah is on borrowed time. It is a doomed industry.</p> <p>Come to your senses. Listen to the majority of the people and do what they want. Do NOT build the gondola that will make the canyon ugly!</p>	
51522	Roberts, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Roberts</p>	A32.3A; A32.3F
42134	Roberts, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Roberts</p>	A32.3A; A32.3F
49901	Roberts, Cheylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheylie Roberts</p>	
43600	Roberts, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Roberts</p>	A32.3A; A32.3F
46345	Roberts, Don	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Don Roberts</p>	A32.3A; A32.3F
55279	roberts, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily roberts</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49681	Roberts, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Roberts</p>	A32.3A; A32.3F
52619	Roberts, Gladys	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gladys Roberts</p>	A32.3A; A32.3F
46913	Roberts, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Roberts</p>	A32.3A; A32.3F
54645	Roberts, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Roberts</p>	
53901	Roberts, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Roberts</p>	A32.3A; A32.3F
39293	Roberts, Keith	<p>It is ridiculous that the gondola plans are even being considered. They do not address equitable access in all seasons nearly as well as bus based alternatives. The overwhelming cost with a very low ROI should remove these options from consideration- but it is clear that the focus of the gondola options is to line the pockets of people associated with Snowbird / Alta / cottonwood Heights real estate at the expense of taxpayers. There is no rational justification for the additional cost of the gondola options beyond the brazen theft of public funds.</p>	A32.29VV
49864	Roberts, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Roberts</p>	A32.3A; A32.3F
47441	Roberts, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Roberts</p>	A32.3A; A32.3F
49464	Roberts, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Roberts</p>	
41736	Roberts, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Roberts</p>	A32.3A; A32.3F
54581	Roberts, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoebe Roberts</p>	A32.3A; A32.3F
45620	Roberts, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Sam Roberts</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sam Roberts</p>	
53342	Roberts, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Roberts</p>	A32.3A; A32.3F
44878	Roberts, Shaun	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaun Roberts</p>	A32.3A; A32.3F
52922	Roberts, Storm	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Storm Roberts</p>	A32.3A; A32.3F
50541	Roberts, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Roberts</p>	
41313	Robertson, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Robertson</p>	A32.3A; A32.3F
42591	Robertson, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Robertson</p>	A32.3A; A32.3F
54030	Robertson, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Robertson</p>	A32.3A; A32.3F
52277	Robertson, Jimmy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jimmy Robertson</p>	
50766	Robertson, Kalle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalle Robertson</p>	A32.3A; A32.3F
51077	Robertson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Robertson</p>	A32.3A; A32.3F
44441	Robertson, Trey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trey Robertson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55451	Robins, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Robins</p>	A32.3A; A32.3F
55505	robins, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa robins</p>	A32.3A; A32.3F
53548	Robinson, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Robinson</p>	A32.3A; A32.3F
51349	Robinson, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Robinson</p>	
45513	Robinson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Robinson</p>	A32.3A; A32.3F
53016	Robinson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Robinson</p>	A32.3A; A32.3F
40511	Robinson, Hannah	<p>The gondola costs over 1 billion tax payer dollars and only benefits private ski resorts. It doesn't run in the off season and doesn't service back country stops. It doesn't run during any mitigation. You have to pay to use it. It doesn't decrease canyon traffic, it will increase it. It is being built on land that needs not be touched. It destroys bouldering routes. It hurts the water shed (we can't even Benny dogs up there, now you want to have all the pollution caused by construction?). It will cause traffic delays for years as it's being built. This makes the traffic problem WORSE. Nobody wants this. Please put the money toward increasing buses or anything that actually helps alleviate the issue</p>	A32.29VV
44057	Robinson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Robinson</p>	A32.3A; A32.3F
50263	Robinson, Hope	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Robinson</p>	
52176	Robinson, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Robinson</p>	A32.3A; A32.3F
44329	Robinson, KC	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KC Robinson</p>	A32.3A; A32.3F
41250	Robinson, Kirk	<p>Hello,</p> <p>I am a long-time Utah resident who has hiked and camped in the Central Wasatch Mountains numerous times over the decades. I am also the founder and executive director of Western Wildlife Conservancy, a Salt Lake City-based non-profit organization with supporters throughout Utah as well as other states.</p> <p>I am writing to express my opposition to the proposed gondola that would be built in Little Cottonwood Canyon to service Alta ski resort and Snowbird ski resort. There are several reasons why I oppose this proposal and instead prefer an enhanced bus system. I list them below.</p> <p>1. The gondola would be an aesthetic impairment to the natural scenic beauty of the canyon. It is commonly said that "beauty is in the mind of the beholder," but while this is taken as a truism it is not entirely true. A pile of cow dung is not as beautiful as a waterfall. The sound of a chainsaw or ATV is not as beautiful as a Beethoven symphony. And 20 metal towers protruding 100 feet or more above the tree tops up 8 miles of LCC is not an enhancement of the natural tree canopy and creek cradled by the mountains. It would instead be a distraction and detractor from the natural beauty.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>2. It would be unjust to require me and tens of thousands of other citizens to pay for something that will primarily benefit two for-profit businesses. We don't owe them anything and to go ahead with the gondola scheme would be tantamount to stealing from the public. Also, it is virtually certain that the final cost of the gondola would be far more than half a billion dollars, and may well exceed one billion dollars. This is too costly compared to other, less environmentally damaging alternatives. More people visit the canyon and its side canyons each year than all the people who ski at the resorts in a season. They deserve something that will serve their interests. Enhanced bus service could do that.</p> <p>3. Damage to watershed and to riparian wildlife habitat. There's no way the building of a gondola can fail to damage the watershed, resulting in increased soil erosion. This is a given and it is bad. Just as bad, if not worse, the riparian wildlife habitat will undoubtedly be seriously impaired. The riparian habitat is essential to dozens of species of native flora and fauna, including a multitude of vertebrates and invertebrates. The fact that most people, including evidently UDOT folks, may not knowledgeable about this or are not concerned about it, is beside the point. We have an ethical duty not to damage vital wildlife habitat just to get more skiers on the slopes and to make the owners of the ski resorts more wealthy and ought not to mindlessly disregard this duty.</p> <p>Conclusion: The proposed LLC gondola would be an abominations. Don't Do it!</p> <p>Sincerely,</p> <p>Kirk C Robinson, PhD, JD Executive Director Western Wildlife Conservancy Salt Lake City, Utah</p>	
53717	robinson, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa robinson</p>	A32.3A; A32.3F
55213	Robinson, Marl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I would also support doing nothing, as the current situation limits the amount of people up the canyon. There will be a point where overpopulation will reach limits that we will not be able to solve, and by then it will be too late to 'save the canyons'... or anything.</p> <p>Regards, Marl Robinson</p>	A32.3A; A32.3F
50965	Robinson, McKenzie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Robinson</p>	
53484	Robinson, Pilar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pilar Robinson</p>	A32.3A; A32.3F
44341	Robinson, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Robinson</p>	A32.3A; A32.3F
51369	Robinson, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rebecca Robinson	
48358	Robinson, Reed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reed Robinson</p>	A32.3A; A32.3F
48734	Robinson, Shan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shan Robinson</p>	A32.3A; A32.3F
47323	Robinson, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Robinson</p>	A32.3A; A32.3F
55483	Robison, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Robison</p>	
52879	Robison, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. Those are things we can never get back. Time and time again we have seen other states and countries making similar such permanent decisions, irreparably ruining what makes them so special.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. The taxation for such a project when we don't even tax enough for our school systems is absolutely absurd to think of.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I have tried to use the UTA buses to get to the ski resorts up there, and they are downright disappointing in the infrequency with which they come-I have had to wait literally hours to find a bus with space enough on it for me to join at the mouth of the canyon.</p> <p>PLEASE SAVE LITTLE COTTONWOOD!</p> <p>Regards, Anna Robison</p>	A32.3A; A32.3F
51296	Robison, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Robison</p>	A32.3A; A32.3F
45888	Robison, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Robison</p>	
49513	Robison, Jolene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jolene Robison</p>	A32.3A; A32.3F
47701	Robison, Kamiry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamiry Robison</p>	A32.3A; A32.3F
50761	Robison, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Robison</p>	A32.3A; A32.3F
55815	Robison, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Robison</p>	
43171	Robjent, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Robjent</p>	A32.3A; A32.3F
51562	Robledo, Linda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linda Robledo</p>	A32.3A; A32.3F
48942	Robles, Lizette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lizette Robles</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42849	Rocha, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Rocha</p>	A32.3A; A32.3F
51983	Rocha, Geraldine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Geraldine Rocha</p>	A32.3A; A32.3F
39590	Rocha, Matthew	<p>A gondola that is inconvenient to use and expensive will not solve the problems we have. We should explore options like bus only access and tolling for single riding cars first. A gondola will prove to be a waste of money and will destroy our beautiful canyon.</p> <p>No gondola please</p>	A32.29VV
47559	Roche, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Roche</p>	A32.3A; A32.3F
48736	Rock, Colleen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colleen Rock</p>	
42353	Rocket, Doug	<p>If you decide to make this horrible, disastrous, expensive, ill-advised, and corrupt mistake against the will of the people of Utah, please know that there will be physical disruption to the construction of the project. Don't forget who you work for. If you work against us, we will do the same.</p>	A32.29VV
41551	Rockets, Mace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mace Rockett</p>	A32.3A; A32.3F
50430	Rockets, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Rockett</p>	A32.3A; A32.3F
40564	Rockwell, Christopher	<p>No gondola, just no to this overpriced and wasteful solution that can be solved by better bus service and actually service the people of Utah.</p>	A32.29VV
45755	Rockwood, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Andrew Rockwood	
46116	Rockwood, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola is ridiculous and everyone knows it. It will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. The parking situation to support it is a joke. If they can take a bus from the parking to the gondola, they can take a bus to the top.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Rockwood</p>	A32.3A; A32.3F
51573	Rockwood, Madilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madilyn Rockwood</p>	A32.3A; A32.3F
53624	Rodamontes, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Rodamontes</p>	A32.3A; A32.3F
40957	Roden, John	Love the ideas, this would create a lot of jobs during the building phase and bring extra money to the area with year around tourists and I think it would be a positive thing!	A32.29VV
48157	Rodes, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Rodes</p>	
44424	Rodgers, Adley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adley Rodgers</p>	A32.3A; A32.3F
47630	Rodgerson, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Rodgerson</p>	A32.3A; A32.3F
47536	Rodhouse, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Rodhouse</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50764	rodriguez, Aimee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimee rodriguez</p>	A32.3A; A32.3F
52384	Rodriguez, Alonso	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alonso Rodriguez</p>	A32.3A; A32.3F
47768	Rodriguez, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Rodriguez</p>	A32.3A; A32.3F
55927	Rodriguez, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Rodriguez</p>	
49716	Rodriguez, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Rodriguez</p>	A32.3A; A32.3F
44969	Rodriguez, Cristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristina Rodriguez</p>	A32.3A; A32.3F
49650	Rodriguez, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Rodriguez</p>	A32.3A; A32.3F
50882	Rodriguez, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsa Rodriguez</p>	
39846	Rodriguez, Fernando	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas. The Forest Service designated Roadless Areas where road construction and timber harvesting are prohibited to protect these areas from construction. In Little Cottonwood Canyon, White Pine and portions of Twin Peaks and Lone Peak are designated as Inventoried Roadless Areas (IRA). During the EIS process, UDOT failed to asses how constructing a gondola would violate the Roadless Rule.</p> <p>A gondola would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs.</p> <p>UDOT claims building a gondola does not violate the Roadless Rule since it is not for motor vehicles, and any vegetation and timber removal would be incidental. A \$1 billion+ transportation project within IRAs, which will negatively impact wilderness areas, inhabiting wildlife, and the watershed, directly contrasts with the spirit of the Roadless Rule and the areas it protects.</p>	A32.3A; A32.3F; A32.3G
49717	Rodriguez, Fernando	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fernando Rodriguez</p>	A32.3A; A32.3F
53328	Rodriguez, Raphael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raphael Rodriguez</p>	A32.3A; A32.3F
49913	Rodriguez, Shilo	<p>To whom it may concern,</p> <p>As a believer in the importance in nature, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shilo Rodriguez</p>	
50036	Roe, Caylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caylee Roe</p>	A32.3A; A32.3F
51567	Roe, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Roe</p>	A32.3A; A32.3F
41148	Roehr, Emily	<p>A gondola is not the answer and will harm the canyon irreversibly, benefitting only 2 major corporations on a seasonal basis. Please review common sense solutions that also happen to be infinitely cheaper. No one who actually uses the canyon on a weekly basis wants this. Listen to your constituents.</p>	A32.29VV
54631	Roemmich, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cade Roemmich</p>	
50562	Roesch, Stevie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stevie Roesch</p>	A32.3A; A32.3F
44572	Roessner, Collin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Collin Roessner</p>	A32.3A; A32.3F
44097	Roetman, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Roetman</p>	A32.3A; A32.3F
55685	Roetzer, Braiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braiden Roetzer</p>	
50336	Roff, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Roff</p>	A32.3A; A32.3F
55023	Rofsky, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Rofsky</p>	A32.3A; A32.3F
52242	Rogers, Autumn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Autumn Rogers</p>	A32.3A; A32.3F
45063	Rogers, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Rogers</p>	
51756	Rogers, Carley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carley Rogers</p>	A32.3A; A32.3F
46928	Rogers, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Rogers</p>	A32.3A; A32.3F
48720	Rogers, Jeter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeter Rogers</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40159	Rogers, Kevin	I am an ex-Snowbird Employee, an Ex-Solitude Employee, and a 20 year veteran of the ski industry. I am a climber, and a hiker, and I have spent more than 30 years exploring the canyon. I am firmly opposed to the gondola. Not only will the gondola only serve an industry that for the last decade, has become financially unattainable for every-day Utahns, but those same Utahns are being asked to help pay for it. The canyon can only handle so many people at a time, and as long as resort Y.O.Y. growth continues to be the most important metric, I have to ask, where does this end? In another twenty years, the same talking heads will be out campaigning that the resorts cannot grow without a Hyperloop through the mountain to Park City. At some point, the canyon is destroyed in the name of expansion, of profit, of tourism, of tax revenue. At some point, we have to decide what it is that makes the canyon unique, what is it that is drawing people? I would hate to sacrifice the natural beauty of the canyon just to attract another thousand people a day to an over-priced man-made playground.	A32.29VV
45628	Rogers, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Rogers</p>	A32.3A; A32.3F
50154	Rogers, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Rogers</p>	A32.3A; A32.3F
49360	Rogers, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Rogers</p>	A32.3A; A32.3F
45978	Rogers, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Rogers</p>	
55103	Rogers, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Rogers</p>	A32.3A; A32.3F
51437	Rogers, Remy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Remy Rogers</p>	A32.3A; A32.3F
48497	Rogers, Roscoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roscoe Rogers</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55105	Rogers, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Rogers</p>	A32.3A; A32.3F
43965	Rogerson, Mckenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckenzie Rogerson</p>	A32.3A; A32.3F
55330	Rogomentich, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Rogomentich</p>	A32.3A; A32.3F
39674	Roh, Gabrielle	<p>ABSOLUTELY NOT!</p> <p>This gondola is a PERFECT example of the high level of graft and CORRUPTION in our government. The people DON'T want it, but the government wants to go ahead and do it.</p> <p>The construction and aftermath will completely DESTROY a beautiful pristine place we love to camp, hike and admire. There are so many moose, elk, etc. that show up in this canyon. LEAVE IT ALONE!</p> <p>GET SMALLER ECONOMICAL BUSES! LOOK HOW OTHER COUNTRIES HANDLE THEIR TRAFFIC!</p> <p>ANYTHING BUT THIS STUPID GIGANTIC WASTE OF MONEY THAT ONLY BENEFITS THE ELITIST SNOBS AND GREEDY COCHINOS IN OUR GOVERNMENT.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53156	Rohan, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Rohan</p>	A32.3A; A32.3F
40331	Rohde, Dawn	No to the gondola. Yes, to expand the roadway and increase buses.	A32.29VV
49713	Rohrback, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Rohrback</p>	A32.3A; A32.3F
48624	Rojas, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Rojas</p>	A32.3A; A32.3F
55795	Rojas, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Rojas</p>	
42543	Rokicki, Russell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Russell Rokicki</p>	A32.3A; A32.3F
53659	Rolandi, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Rolandi</p>	A32.3A; A32.3F
45173	Rolek, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Rolek</p>	A32.3A; A32.3F
41032	Rolen, Randall	<p>The entire project is a huge waste: unnecessary. This year's record snowfall will further obscure the reality- that we need to live with some inconvenience . Please don't spend all this money.</p>	A32.29VV
42505	Rolfe, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Rolfe</p>	
43130	Rolfe, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Rolfe</p>	A32.3A; A32.3F
46426	Rolfson, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Rolfson</p>	A32.3A; A32.3F
50801	Roller, Connie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Connie Roller	
40524	Rollins, Mason	Gondola rocks!!	A32.29VV
55942	rollins, owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, owen rollins</p>	A32.3A; A32.3F
44815	Romain, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Romain</p>	A32.3A; A32.3F
48250	Roman, Carole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carole Roman</p>	A32.3A; A32.3F
49002	Roman, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Roman</p>	
43917	Romanet, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Romanet</p>	A32.3A; A32.3F
54985	Romanick, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Romanick</p>	A32.3A; A32.3F
47128	Romano, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Romano</p>	A32.3A; A32.3F
48006	Romano, Joey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joey Romano</p>	
48670	Romano, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Romano</p>	A32.3A; A32.3F
47932	Romanzo, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia Romanzo</p>	A32.3A; A32.3F
39649	Rombough, Douglas	<p>Running into issues with the Inventoried Roadless Areas (IRAs) gives UDOT another opportunity to finally kill this bad transportation plan. As has been reiterated many times, you are using taxpayer dollars to build a gondola that only caters to a subset of canyon users, and greatly benefits private corporations. Now, not only are you taking from the many to give to the few through taxpayer money, you are taking from a great many more: the entire US population, who owns this roadless public land. It is time to stop this reverse Robin Hood. Little Cottonwood Canyon is mostly public land, and it should have a transportation solution that caters to all the public who want to access it.</p> <p>Cancel the gondola. Implement the enhanced bus plan with NO road widening. And stop the bus at trailheads for backcountry skiers. It is incredibly unfair to implement tolling, but not provide a bus to access the public land, only the private companies.</p> <p>This is clearly the best solution when you step back and stop being blinded by the idea that the gondola is "so sexy and European." It is the quickest to implement. It requires the least amount of construction and destruction. It moves no climbing boulders, so it does not ruin one persons recreation to provide for another. It serves all winter canyon users. And it has the flexibility to serve canyon users in all other seasons as well by just extending the season when the buses run. We are already having an issue with parking at trailheads on summer weekends, and the valley's population is only growing. To not even consider the flexibility of a transportation solution to solve multiple future issues is madness.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Do not be captured by the sunk cost fallacy. The gondola is the inferior solution. It is okay to admit it this late in the game; you are not married to it, yet. Please have the courage to switch to the better alternative!	
40597	Romero, Erin	I do not support the costly and ineffective plan for a gondola in Little Cottonwood. As a UT resident, I believe it will primarily be used by tourists, and a better, more useable infrastructure would be a shuttle system that had more stops. The novelty of a gondola will wear off much faster than the time it takes to build, and UT will be left with an unused "ride" that doesn't take purple to the various destinations that locals frequent.	A32.29VV
54022	Romero, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Romero</p>	A32.3A; A32.3F
51805	romero, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine romero</p>	A32.3A; A32.3F
46161	Romero, Luisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luisa Romero</p>	A32.3A; A32.3F
44172	Romero, Mehli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mehli Romero</p>	
49679	Romero, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Romero</p>	A32.3A; A32.3F
55937	Romero, Reese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reese Romero</p>	A32.3A; A32.3F
55923	romine, ani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ani romine</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44531	Romney, Keri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keri Romney</p>	A32.3A; A32.3F
48857	Romney, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Romney</p>	A32.3A; A32.3F
53082	Ronci, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Ronci</p>	A32.3A; A32.3F
48940	Rond, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Rond</p>	
50426	Rondoni, Asia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asia Rondoni</p>	A32.3A; A32.3F
53919	Roneus, Frida	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frida Roneus</p>	A32.3A; A32.3F
47893	Roney, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Roney</p>	A32.3A; A32.3F
41109	Ronge, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Ronge</p>	
42241	Rooke, Daniel	<p>These amendments still do not address the fundamental question. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
56032	Rooke, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Rooke</p>	A32.3A; A32.3F
52269	Rooney, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Rooney</p>	A32.3A; A32.3F
44380	root, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie root</p>	
43702	Root, Loren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Loren Root</p>	A32.3A; A32.3F
51408	Roper, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Roper</p>	A32.3A; A32.3F
40260	Roque, Deborah	Please don't aid in the destruction of more natural land. We are not meant to be treating our canyons as toys for our entertainment.	A32.29VV
55075	Rorick, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Rorick</p>	A32.3A; A32.3F
48405	Rosa, Alexis	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Rosa</p>	
47176	Rosario, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Rosario</p>	A32.3A; A32.3F
43107	Rosdahl, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Rosdahl</p>	A32.3A; A32.3F
52798	Rose, Brighid	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brighid Rose	
47144	Rose, Caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caden Rose</p>	A32.3A; A32.3F
40235	Rose, Carolyn	I am strongly opposed to the gondola option. It will serve only Alta and Snowbird, and not solve the traffic problem for the rest of the canyon. It will permanently scar our beautiful canyon. Please try toll collection, enhanced bus service, or timed entry. These are long-term, tested solutions.	A32.29VV
54089	Rose, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Rose</p>	A32.3A; A32.3F
42847	Rose, Imani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Imani Rose</p>	A32.3A; A32.3F
45834	rose, Mabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mabel rose</p>	
49446	Rose, Maddi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddi Rose</p>	A32.3A; A32.3F
47346	Rose, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Rose</p>	A32.3A; A32.3F
42018	Rose, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Rose</p>	A32.3A; A32.3F
55541	Rose, Reagan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reagan Rose</p>	
45456	Rose, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Richard Rose</p>	A32.3A; A32.3F
51653	Roseberry, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Roseberry</p>	A32.3A; A32.3F
54708	Roseborough, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Cody Roseborough</p>	
39738	ROSEMEYER, ROY	<p>Please conserve what we have-no gondola!!!</p>	A32.29VV
40589	Rosenbaum, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Rosenbaum</p>	A32.3A; A32.3F
45262	Rosenberg, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Rosenberg</p>	A32.3A; A32.3F
50456	Rosenberg, Chandler	<p>To whom it may concern,</p> <p>PLEASE, put the earth and the future of our community before profits. These resorts are catering increasingly to out of town tourists that don't care about the future of our ecosystems.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chandler Rosenberg</p>	A32.3A; A32.3F
55008	Rosenberg, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl Rosenberg</p>	
48416	Rosenberger, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Rosenberger</p>	A32.3A; A32.3F
55665	Rosengreen, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Rosengreen</p>	A32.3A; A32.3F
52415	Rosenhan, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tiffany Rosenhan	
42928	Rosenlof, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Rosenlof</p>	A32.3A; A32.3F
39821	Roskelley, Mike	Do nothing to road. Do what Zions NP does: no uphill traffic on storm days except for fleet a of electric buses. Take the half billion dollars and buy out the farmer's water rights, and set them up for life. No Lake, no Lake effect, no snow.	A32.29VV
41256	Roskelley, Mike	No alteration to road or canyon. Use the Zions National Park method on powder days. No up hill traffic accept for fleet of electric buses on powder days. Use half a billion dollars to pay off the farmers water rights for Bear River and set them up for life. No Lake, no Lake effect, no snow.	A32.29VV
39319	Roskelley, Mike	The tram is a terrible idea. In stead, take the half billion dollars and by out all the water rights for the bear river and compensate the farmers for lost of land. No Great Salt Lake, no lake effect=no snow. Implement the Zions National Park method and bus people in on big snow day. No uphill traffic, except for busses on big snow days.	A32.29VV
47789	Roskelley, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Roskelley</p>	A32.3A; A32.3F
50230	Roslewicz, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Roslewicz</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46904	Ross, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Ross</p>	A32.3A; A32.3F
39896	Ross, Abigail	The gondola would directly violate the Roadless Rule and destroy wildlife and habitats in the Wasatch.	A32.3A; A32.3F
43744	Ross, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Ross</p>	A32.3A; A32.3F
49967	Ross, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Ross</p>	A32.3A; A32.3F
50566	Ross, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Ross</p>	
51902	Ross, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Ross</p>	A32.3A; A32.3F
51368	ross, celeste	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, celeste ross</p>	A32.3A; A32.3F
45344	Ross, Gwyneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwyneth Ross</p>	A32.3A; A32.3F
43512	Ross, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Ross</p>	
48331	Ross, Jed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jed Ross</p>	A32.3A; A32.3F
41696	Ross, Jon	I oppose the gondola project at this time. There are less expensive options, that need to be tried first, like better bus service.	A32.29VV
52641	ross, macall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, macall ross</p>	A32.3A; A32.3F
42329	Ross, Maddie	i do not want a gondola in protected roadless areas	A32.3A
51578	Ross, MADISON	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, MADISON Ross</p>	
44883	Ross, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phoebe Ross</p>	A32.3A; A32.3F
46887	Ross, Rainey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rainey Ross</p>	A32.3A; A32.3F
41353	ross, Theresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theresa ross</p>	A32.3A; A32.3F
41291	Rossi, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Rossi</p>	
41128	Rossman, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Rossman</p>	A32.3A; A32.3F
41006	Rosson, Logan	<p>Please hear the people in Utah. We don't want a gondola. Why can't we be progressive with a substantial upgrade of electric buses and salaries that will pay the drivers a livable wage.</p>	A32.29VV
44925	Roth, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Roth</p>	A32.3A; A32.3F
53501	Roth, Kallen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kallen Roth</p>	A32.3A; A32.3F
51326	Rotter, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Rotter</p>	
48431	Roudebush, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Roudebush</p>	A32.3A; A32.3F
46026	Rouleau, Jen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jen Rouleau</p>	A32.3A; A32.3F
46806	Roundy, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Dylan Roundy	
47268	Roundy, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Roundy</p>	A32.3A; A32.3F
47260	Roundy, Nori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nori Roundy</p>	A32.3A; A32.3F
42058	Rourke, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Richard Rourke</p>	A32.3A; A32.3F
43581	Rouse, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Rouse</p>	
47477	Routhier, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Routhier</p>	A32.3A; A32.3F
44008	Rovello, Rick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rick Rovello</p>	A32.3A; A32.3F
54908	Rovers, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Rovers</p>	A32.3A; A32.3F
51692	Rowan, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Rowan</p>	
47841	Rowberry, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Rowberry</p>	A32.3A; A32.3F
44975	Rowberry, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Rowberry</p>	A32.3A; A32.3F
50779	Rowbotham, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Rowbotham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45280	Rowe, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Rowe</p>	A32.3A; A32.3F
45776	rowe, Camilla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camilla rowe</p>	A32.3A; A32.3F
42987	Rowe, Fallon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fallon Rowe</p>	A32.3A; A32.3F
45121	Rowe, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Rowe	
50698	Rowe, Luke	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Luke Rowe	A32.3A; A32.3F
44204	Rowe, Mary	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mary Rowe	A32.3A; A32.3F
41517	rowe, rodger	all tax and expense go to ski resorts. stop having tax payer pay for outside visitors and Utah skiers.I DONT SKI WHY DO I NEED TO PAY	A32.29VV
55526	Rowell, Shannon	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shannon Rowell	A32.3A; A32.3F
52361	rowland, Brianna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna rowland</p>	
54032	Rowland, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Rowland</p>	A32.3A; A32.3F
39943	Rowland, Kim	No gondola, it violates the rules.	A32.3A
46156	Rowley, Dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dillon Rowley</p>	A32.3A; A32.3F
46165	rowley, Tom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tom rowley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51545	Rowlings, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Rowlings</p>	A32.3A; A32.3F
49680	Roy, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Roy</p>	A32.3A; A32.3F
53201	Royer, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Royer</p>	A32.3A; A32.3F
39975	Royer, Gregg	<p>My suggestion would be snowsheds for the avalanche paths. You would have to make them tall to accommodate buses or heavy equipment being transported in the canyon but that seems like it would be cheaper, long-term investment used in Europe for avalanche control.</p> <p>Has cost of this been evaluated?</p>	A32.29VV
39251	Royer, Gregg	<p>As an out of state visitor I hope your still interested.</p> <p>I vote for the Gondola, either one.</p> <p>consider getting guests up and down the canyon regardless of weather with least long term impact. saves fuel, prevents more fossil fuel emissions. saves trailheads and climbing locations. You can still have buses and cars available in good weather. I can't believe cars will wait in line at base of canyon idling for hours waiting for udot to open road.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>We saw this on March 4,5,6.</p>	
49058	Roylance, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Roylance</p>	A32.3A; A32.3F
46768	Roylance, Bry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bry Roylance</p>	A32.3A; A32.3F
49996	Roylance, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Roylance</p>	A32.3A; A32.3F
47775	Ruales, Eloysa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eloysa Ruales</p>	
50741	Rubanov, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Rubanov</p>	A32.3A; A32.3F
50538	Rube, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Rube</p>	A32.3A; A32.3F
48031	rubensteun, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max rubensteun</p>	A32.3A; A32.3F
44613	Rubio, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Rubio</p>	
45525	Rubio, Leonardo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leonardo Rubio</p>	A32.3A; A32.3F
50446	Rubio, Rich	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rich Rubio</p>	A32.3A; A32.3F
53797	Rubisch, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Rubisch</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55135	Ruble, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Ruble</p>	A32.3A; A32.3F
53708	Rubner, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Rubner</p>	A32.3A; A32.3F
39996	Rucci, Anthony	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas. A \$1 billion+ transportation project within IRAs, which will negatively impact wilderness areas, inhabiting wildlife, and the watershed, directly contrasts with the spirit of the Roadless Rule and the areas it protects.</p>	A32.29VV
46328	Ruch, Betsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Betsy Ruch</p>	A32.3A; A32.3F
46588	Ruckle, Matthias	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthias Ruckle</p>	
39448	Rudd, Alex	<p>How about you all actually listen to the public on this. No gondola. Increase, maybe even require bus services. Snow sheds along the most common slide paths. Public funds should not be subsidizing private businesses (ski areas). Reject the bribes from the pro-gondola lobbyists and do right by the taxpayers.</p>	A32.29VV
54886	Rudd, Cannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cannon Rudd</p>	A32.3A; A32.3F
51185	Rudd, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Rudd</p>	A32.3A; A32.3F
44524	Rudd, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Rudd</p>	A32.3A; A32.3F
40898	Rudge, Ann	<p>No gondola or widening of the road. Prefer bus with tolls.</p>	A32.29VV
40277	Rudzinski, Christopher	<p>█ the gondola</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47744	Ruegner, Lou	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lou Ruegner</p>	A32.3A; A32.3F
42675	ruemmele, Walden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Walden ruemmele</p>	A32.3A; A32.3F
54205	Ruesch, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fiona Ruesch</p>	A32.3A; A32.3F
55590	Ruesga, Jazmin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jazmin Ruesga</p>	
51178	rugg, hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hailey rugg</p>	A32.3A; A32.3F
52993	Ruiz, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Ruiz</p>	A32.3A; A32.3F
50330	Ruiz, Fatima	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fatima Ruiz</p>	A32.3A; A32.3F
54495	Ruiz, Gisela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gisela Ruiz</p>	
53920	Ruiz, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Ruiz</p>	A32.3A; A32.3F
54180	Ruiz, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Ruiz</p>	A32.3A; A32.3F
55012	Rumery, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Rumery</p>	A32.3A; A32.3F
52475	Rumfield, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Rumfield</p>	
43132	Rumfola, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Rumfola</p>	A32.3A; A32.3F
51504	Rumph, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Rumph</p>	A32.3A; A32.3F
49578	Rumph, Meagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Meagan Rumph</p>	
54733	Rumsey, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Rumsey</p>	A32.3A; A32.3F
43300	Rundberg, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Rundberg</p>	A32.3A; A32.3F
55365	Runolfson, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Runolfson</p>	A32.3A; A32.3F
48332	Rupe, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Rupe</p>	
53643	Rupert, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Rupert</p>	A32.3A; A32.3F
53997	Rupp, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Rupp</p>	A32.3A; A32.3F
50878	Rupp, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Rupp</p>	A32.3A; A32.3F
40289	Rush, Douglas	<p>I believe the best plan is more bus service (NOT less!) and more park and ride parking. This solution should be applied to both canyons! There is a large business park on 6200 S and this parking can be used on weekends. In addition I recommend making both canyon roads unidirectional with 2 lanes of uphill traffic for 1 hour in the morning and 2 lanes of downhill traffic for 1 hour in the late afternoon. In addition, UTA should try adhering to their bus schedule. Before this year riding the bus worked great 98% of the time. The bus solves both parking and traffic issues.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53947	Rush, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Rush</p>	A32.3A; A32.3F
39700	Rushforth, Sam	No gondola towers in Wilderness Study Areas.	A32.29VV
45520	Rusnak, Julieana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julieana Rusnak</p>	A32.3A; A32.3F
56061	rusnak, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke rusnak</p>	A32.3A; A32.3F
43001	Russ, Dustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dustin Russ</p>	
44629	Russack, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Russack</p>	A32.3A; A32.3F
52310	Russell, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Russell</p>	A32.3A; A32.3F
52047	Russell, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Russell</p>	A32.3A; A32.3F
51256	Russell, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Russell</p>	
48959	Russell, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Russell</p>	A32.3A; A32.3F
43680	Russell, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Russell</p>	A32.3A; A32.3F
51018	Russell, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Russell</p>	A32.3A; A32.3F
46045	Russell, Logan	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Russell</p>	
51945	Russell, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Russell</p>	A32.3A; A32.3F
51879	Russell, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Russell</p>	A32.3A; A32.3F
43802	Russell, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Natalie Russell	
55946	russell, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick russell</p>	A32.3A; A32.3F
39507	Russell, Steve	I feel very proud that we as a community that we have leaders who are forward thinking enough to create an epic undertaking! The gondola will be an amazing success!	A32.29VV
49375	Russell, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Russell</p>	A32.3A; A32.3F
40841	Russo, Angelina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelina Russo</p>	A32.3A; A32.3F
44598	Russo, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Russo</p>	
45607	Russo, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Russo</p>	A32.3A; A32.3F
43890	Russo, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Russo</p>	A32.3A; A32.3F
42106	Russo, Zola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zola Russo</p>	A32.3A; A32.3F
52412	Russon, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Russon</p>	
51748	Russon, Leif	<p>To whom it may concern,</p> <p>Dear Utah Department of Transportation, As a living, breathing, thinking human being I am disgusted by the planned construction of this gondola. As a native born Utahn I want only the best for the beautiful land I called home. This gondola would destroy the pristine landscape of one of Utah's greatest treasures, and for what? The option for the people wealthy enough to afford resorts and gondola tickets to avoid a bit of a traffic headache.</p> <p>There are so many options that would not only protect the landscape, but would support the local infrastructure. Bolstering the bus systems or adding car pool incentives to name a couple. Pull more cars off the road rather than add machinery that wouldn't help those of us that truly love the state of Utah's little cottonwood canyon.</p> <p>Please</p> <p>Regards, Leif Russon</p>	A32.29VV
55866	Rust, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Rust</p>	A32.3A; A32.3F
51024	Rust, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Rust</p>	
52144	Rutemiller, Rudy	<p>To whom it may concern,</p> <p>I am a resident of Cottonwood Heights and I oppose the Little Cottonwood Canyon Gondola project. I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rudy Rutemiller</p>	A32.3A; A32.3F
40671	ruth, kaili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kaili ruth</p>	A32.3A; A32.3F
50909	Rutland, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela Rutland</p>	A32.3A; A32.3F
42405	Rutledge, Brad	<p>I am writing to oppose the proposed building of a gondola in Little Cottonwood Canyon, as it will have significant impacts on roadless areas within the canyon. As per the 2001 Roadless Area Conservation Rule (RACR), road construction, road reconstruction, and timber harvesting are generally prohibited in Inventoried Roadless Areas (IRAs) unless certain</p>	A32.3A; A32.3F; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>exceptions or circumstances exist. Also, based on the opinion of industry experts and available online data, it is unlikely this gondola can be built without creating new roads in federally protected roadless areas.</p> <p>Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs. These areas are vital for preserving the natural integrity of the canyon and must be protected from any potential damage or destruction caused by the proposed gondola.</p> <p>The Utah Department of Transportation (UDOT) has released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon, but it fails to adequately address the impacts of the proposed gondola on the IRAs in the canyon. Despite receiving over 13,000 comments during the public comment period, the project team has not conducted sufficient analysis of the potential impacts on IRAs under the RACR.</p> <p>Furthermore, UDOT has issued two supplemental information reports to evaluate the applicability of the RACR and the potential impacts to IRAs, indicating that the project team is not yet prepared to make a final determination on the issue.</p> <p>Public trust in UDOT is at stake, and UDOT has not adequately addressed not only the technical and legal challenges to the gondola, but it also has not addressed the opposition to the gondola of those who use LCC the most. Please work with leading LCC user groups like Wasatch Backcountry Alliance, Salt Lake Climbers Alliance, Students for the Wasatch, Friends of Alta, Friends of Little Cottonwood Canyon, Students for the Wasatch, Save Not Pave and Save Our Canyons to agree on transportation solutions that are actually wanted.</p> <p>It is imperative that UDOT fully comply with the RACR and conduct a thorough analysis of the impacts of the proposed gondola on the IRAs in Little Cottonwood Canyon. Failure to do so would be a violation of federal law and would have irreversible impacts on the natural resources and ecosystems of the canyon.</p> <p>I urge UDOT to reconsider the proposed gondola and implement common sense solutions that will not ruin LCC. Please take all necessary steps to protect the IRAs in Little Cottonwood Canyon.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Brad T. Rutledge</p>	
54412	Ruttle, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Ruttle</p>	A32.3A; A32.3F
51965	Rux, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Nicole Rux	
50983	Ryan, Cammie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cammie Ryan</p>	A32.3A; A32.3F
42115	Ryan, Chloe	We do not want the Gondola!! This will not benefit most taxpayers who are paying for this and it will ruin some classic boulder climbing problems in the area. As a Cottonwood Heights resident, I do not want this in my backyard!	A32.29VV
53496	ryan, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor ryan</p>	A32.3A; A32.3F
50245	Ryan, Finnley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finnley Ryan</p>	A32.3A; A32.3F
50638	Ryan, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Ryan</p>	
50656	Ryan, Karyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karyn Ryan</p>	A32.3A; A32.3F
48225	Ryan, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Ryan</p>	A32.3A; A32.3F
50111	Ryan, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Ryan</p>	A32.3A; A32.3F
43270	Ryan, Sam	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Ryan</p>	
39427	Ryan, Sean	<p>Everyone, myself included, has already voiced the multitude of reasons why building a gondola in LCC is a horrid, unnecessary idea that does more bad than good. Now, with the release of these new documents, there is yet ANOTHER reason to not build the gondola. We do not need more man made structures in this small, sensitive canyon/environment. We do not want or need structures and towers built in the roadless areas (or any areas for that matter). Leave the poor canyon alone, increase bus service, and listen to the people for once. This is not an issue that needs to be solved with a gondola. The gondola is not the answer, no matter what your lobby groups say.</p>	A32.3A
43212	Ryan, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Ryan</p>	A32.3A; A32.3F
48262	Rybchuk, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Rybchuk</p>	A32.3A; A32.3F
41079	Rycharski, Damian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Damian Rycharski</p>	
45285	Ryczek, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Ryczek</p>	A32.3A; A32.3F
43298	Ryel, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Ryel</p>	A32.3A; A32.3F
54944	Rylant, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Rylant</p>	A32.3A; A32.3F
55958	Ryman, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Ryman</p>	
40256	Rynders, Greg	<p>For the life of me I can't understand why our legislature believes a very expensive tram is a superior alternative to enhanced bus service with avalanche sheds. It is a less expensive alternative and if it fails, which it won't, would leave other options. In addition, why aren't Snowbird and Alta funding this very expensive alternative since they are the only beneficiaries. I believe the tram fails on all levels:</p> <ol style="list-style-type: none"> 1. The vast majority of the voting Utah residents do not want to pay for this project and in fact they don't want it. 2. It only services Alta and Snowbird, why aren't the other resorts screaming for equality. 3. Why aren't Alta and Snowbird paying for the tram. I am personally happy to help pay through taxes to pay for mitigation in Little and Big Cottonwood canyons. 4. The tram will diminish the esthetics of the canyon and the additional service roads will add to the pollution in the canyon. 5. The tram cannot move enough people. I believe this is a ploy to attract another Winter Olympics to Utah and invite the world to experience the Alps in the Wasatch. <p>I have said enough, the tram is a worthless idea before we implement more cost-effective ideas that place the cost squarely on Alta and Snowbird along with assistance from sales and hospitality taxes.</p>	A32.29VV
46936	Rynders, Gregory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gregory Rynders</p>	A32.3A; A32.3F
45140	Rys, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Rys</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45237	Ryszawa, Izabela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izabela Ryszawa</p>	A32.3A; A32.3F
53882	RYTTING, LYSA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, LYSA RYTTING</p>	A32.3A; A32.3F
47906	S, Autumn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>- Autumn S</p> <p>Regards, Autumn S</p>	A32.3A; A32.3F
55779	S, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron S</p>	
44485	s, Dean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dean s</p>	A32.3A; A32.3F
45646	S, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace S</p>	A32.3A; A32.3F
47606	s, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey s</p>	A32.3A; A32.3F
52780	S, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Maybe a tunnel? You probably won't read this far.</p> <p>Regards, Katrina S</p>	
47636	s, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren s</p>	A32.3A; A32.3F
39500	S, Maranda	<p>No Gondola!! More parking!! A gondola It is not going to solve traffic problems, only cripple the Salt lake county tax payers. The gondola will not save the user time, money or accessibility. No tax payer money should be used for this!!! You're willing to degrade and use Utah tax payers money for an unnecessary tourist attraction that will not solve any of the problems we are facing? Absolutely outrageous this is even being. Discussed. More parking is what is needed at the resorts.</p>	A32.29VV
54990	S, T	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, T S</p>	A32.3A; A32.3F
52288	Sabo, Karalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karalee Sabo</p>	
54673	Sachs, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Sachs</p>	A32.3A; A32.3F
54405	Sachs, Devan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devan Sachs</p>	A32.3A; A32.3F
43891	Sackett, Crystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crystal Sackett</p>	A32.3A; A32.3F
43506	Sackett, Iain	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Iain Sackett</p>	
53454	Sadleir, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Sadleir</p>	A32.3A; A32.3F
55528	Sadleir, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Sadleir</p>	A32.3A; A32.3F
51638	Sadler, Patti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patti Sadler</p>	A32.3A; A32.3F
43534	Saeger, Hawkin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hawkin Saeger</p>	
52563	Saenz, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Saenz</p>	A32.3A; A32.3F
47972	Saenz, Oscar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oscar Saenz</p>	A32.3A; A32.3F
54768	Safe, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kate Safe	
42799	Safferstone, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Safferstone</p>	A32.3A; A32.3F
55843	Sagapolu, Darin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darin Sagapolu</p>	A32.3A; A32.3F
46435	Sagers, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Sagers</p>	A32.3A; A32.3F
51938	Sagers, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Sagers</p>	
55582	Sagers, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Sagers</p>	A32.3A; A32.3F
39922	Sailer, Ashley	Please do not consider building a gondola that would breach roadless terrain in Utah.	A32.29VV
40492	Sailor, Tori	Just enhance the bus system!!!! Don't build anything PLEASE	A32.29VV
51618	Sainsbury, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Sainsbury</p>	A32.3A; A32.3F
54781	Saitow, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Saitow</p>	A32.3A; A32.3F
40635	Sakarcan, Kenan	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenan Sakarcan</p>	
43554	Salais, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Salais</p>	A32.3A; A32.3F
41820	Salas, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Salas</p>	A32.3A; A32.3F
46106	Salazar, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Annie Salazar	
54002	Salazar, Jaimeleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaimeleigh Salazar</p>	A32.3A; A32.3F
45826	Salazar, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Salazar</p>	A32.3A; A32.3F
49712	Salazar, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sebastian Salazar</p>	A32.3A; A32.3F
42931	Salekin, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Salekin</p>	
39229	Salem, Joel	<p>The Gondola is the wrong solution for little cottonwood canyon. Increased bus service and snowsheds will provide enough road protection and much cheaper solution to the problem of safety in LCC.</p>	A32.29VV
42602	Salfen, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Salfen</p>	A32.3A; A32.3F
46916	Salfer, Mara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As someone who lives not even 10 minutes from Little Cottonwood Canyon, I can't even imagine seeing the negative impacts of this gondola. Please listen to the voices of your residents instead of ignoring our concerns.</p> <p>Regards, Mara Salfer</p>	A32.3A; A32.3F
46408	Salimbene, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Salimbene</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55454	Salinas, Carlos	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlos Salinas</p>	A32.3A; A32.3F
42618	Salinas, Nico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nico Salinas</p>	A32.3A; A32.3F
40721	Salisbury, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Salisbury</p>	A32.3A; A32.3F
51113	Salisbury, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Salisbury</p>	
46016	Salisbury, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Salisbury</p>	A32.3A; A32.3F
55543	Salisbury, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Salisbury</p>	A32.3A; A32.3F
42212	Salkhordeh, Shyan	<p>My zipcode is [REDACTED] and I live on [REDACTED] in [REDACTED] UT. The gondola has no place in LCC and should not be exempt from the Roadless Rule - please focus your energy and time on solutions that benefit all users, without causing irreparable damage. After reviewing the reports it's easy to see that UDOT failed to fully examine the impacts of the Roadless Rule. The proposed gondola system would add towers & angle stations, while also clearing vegetation (snowsheds & widening the road are issues as well). LCC is one of Wasatch's most precious areas and this would impact multiple roadless areas in LCC (Twin Peaks, Lone Peak, and White Pine Roadless Areas). The gondola would permanently disrupt trailheads and recreation areas, won't operate during active avalanche mitigation, won't stop at non-resort backcountry trailheads (serving only two private resorts), will cause construction delays for the next decade, and will potentially increase crowds in the canyon without any studies being done on how many visitors the canyon can handle. These are just a few more reasons why this solution does not work.</p>	A32.29VV
55736	Salmon, Amalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amalia Salmon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53732	Salmon, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Salmon</p>	A32.3A; A32.3F
41939	Salonen, Wesley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wesley Salonen</p>	A32.3A; A32.3F
41742	Salt, Alex	<p>While the Gondola will not be a road it traveling through many roadless areas would have the exact same consequences that the roadless area tries to protect. More than likely towers would have to be constructed in roadless areas. This would require the removal of timber, temporary roads built to the towers to get materials there, and bridges built across the creek to transport the materials to the constructions sites. The purpose of a roadless area is not just to prevent the construction of a road it is also meant in spirit to preserve a wilderness area by protecting its watershed and the natural resource like timber in the area. Building a gondola would cause damage by explicitly harvesting trees and preventing future growth of trees near towers and low points of the gondolas route. It would also damage our watershed as those roads will have to be permanent as maintenance will have to be preformed from time to time on the towers. Building temporary dirt or paved roads would cause destruction to the watershed as plants and trees would not be allowed to grow there. Destabilizing the ground with lack of roots so if there was a big rain storm or high run off it would increase the chances of the road washing out and a large amount of dirt flooding into the river or destroying a different patch of forest. I hope UDOT will look hard into these effects as a gondola would violate roadless area rules even though the gondola is not technically a road.</p>	A32.3A; A32.3H
51373	Salvas, Sandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandra Salvas</p>	A32.3A; A32.3F
47556	Salvatore-king, Olivia	<p>To whom it may concern,</p> <p>It seems obvious what this is doing. It's what you're calling a "solution" but</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>really only a profit making opportunity. Quite frankly it's also going to be geared towards a certain target audience of people when expecting to pay \$200 for a ticket. That's not a solution for ALL and it's not inclusive. You will be threatening local watershed, natural habitat and access to other shared services like trails and rock climbing.</p> <p>It's not solving any issue and it's the easy way out. You're not making the effort to actually understand what's going on and the impact of traffic. Shame on you for not educating yourselves and pushing the limits on how to really resolve problems.</p> <p>Leave Little Cottonwood Canyon in it's current state and let it be wild.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Salvatore-king</p>	
47840	Salvesen, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Salvesen</p>	A32.3A; A32.3F
49253	Salzman, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Salzman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48143	Salzman, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Salzman</p>	A32.3A; A32.3F
55775	Sam, Greg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greg Sam</p>	A32.3A; A32.3F
40506	Sambataro, Joe	The gondola preferred option is a short-sighted and inequitable option. Failing to consider other options for shuttles and electric buses would far more reasonable. I also think you will open yourselves to countless lawsuits if you proceed.	A32.29VV
40776	samia, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris samia</p>	A32.3A; A32.3F
42768	Samokhvalova, Marta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marta Samokhvalova</p>	
43966	Sampson, Brayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brayden Sampson</p>	A32.3A; A32.3F
40629	sampson, brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brett sampson</p>	A32.3A; A32.3F
48337	Sampson, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Sampson</p>	A32.3A; A32.3F
53607	Sampson, Jenalynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenalynn Sampson</p>	
39856	Samuels, Polly	<p>The gondola would directly violate the Roadless Rule and negatively impact wilderness areas. Beside the visual impacts, the noise would be heard through out the canyon. The gonoda directly violates the rules</p>	A32.29VV
56322	samuelson, gwen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>NO GONDOLA!!</p> <p>Regards, gwen samuelson</p>	A32.3A; A32.3F
44907	Samways, Abilenn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abilenn Samways</p>	A32.3A; A32.3F
48508	Sanavi, Shima	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Shima Sanavi</p>	
47091	Sanborn, Devon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devon Sanborn</p>	A32.3A; A32.3F
46209	Sanchez, Abish	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abish Sanchez</p>	A32.3A; A32.3F
55834	Sanchez, Alex	<p>To whom it may concern,</p> <p>Honestly. The only people who benefit from this are social media addicts who want a picture at the top so they can caption it "awesome hike!" As they wait in line to go back down. This nonsense has to stop. Do not add to the frauds and fakes who care only for likes and comments on a picture or video. Pristine nature is so much more valuable.</p> <p>Regards, Alex Sanchez</p>	A32.29VV
48884	Sanchez, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Anna Sanchez	
44930	sanchez, diamon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, diamon sanchez</p>	A32.3A; A32.3F
50357	Sanchez, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Sanchez</p>	A32.3A; A32.3F
40895	Sanchez, Kristofer	As a resident of Utah I oppose using tax payer dollars to build a gondola that only benefits Alta and Snowbird resort users. The thought of destroying such a beautiful canyon to profit a couple of ski resorts using tax payer's dollars is absurd.	A32.29VV
40665	sanchez, lizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lizbeth sanchez</p>	A32.3A; A32.3F
55358	Sanchez, Nephertary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nephertary Sanchez</p>	
53642	Sanchez, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Sanchez</p>	A32.3A; A32.3F
55584	Sanchez, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Sanchez</p>	A32.3A; A32.3F
40896	Sanchez, Tessa	<p>I do not support the decision to build a gondola in Cottonwood Canyon. I think it will cost a lot, damage a beautiful area, and only benefit a small group of people. For those reasons and more, I do not want my taxpayer money to go towards that project.</p>	A32.29VV
44262	Sanchez, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Sanchez</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47574	Sandack, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sandack</p>	A32.3A; A32.3F
47275	SANDBERG, ALISON	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ALISON SANDBERG</p>	A32.3A; A32.3F
46725	Sandberg, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Sandberg</p>	A32.3A; A32.3F
43103	Sandberg, Ripp	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ripp Sandberg</p>	
53457	sandeen, jean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jean sandeen</p>	A32.3A; A32.3F
49074	Sandefur, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Sandefur</p>	A32.3A; A32.3F
48661	Sandell, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Sandell</p>	A32.3A; A32.3F
50649	Sanders, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Sanders</p>	
51427	Sanders, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Sanders</p>	A32.3A; A32.3F
47777	Sanders, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Sanders</p>	A32.3A; A32.3F
47373	sanders, carrigan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carrigan sanders</p>	A32.3A; A32.3F
39711	sanders, casey	<p>I am 100% opposed to building a gondola in little cottonwood canyon. This will have impacts on the wild nature of the canyon, our watershed, and only really benefits the privately ran ski resorts that already take advantage of taxpayers with sweetheart deals on leasing public lands. Close the roads to the canyons for everyone except permanent residents if there is a traffic problem. Taxpayers and public lands shouldn't suffer for the benefit of private corporations.</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43471	sanders, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy sanders</p>	A32.3A; A32.3F
39585	Sanders, Paul	I am in favor of the gondola and feel it would best meet the long term needs of the canyon	A32.29VV
44269	Sanders, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Sanders</p>	A32.3A; A32.3F
55877	sanders, sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sabrina sanders</p>	A32.3A; A32.3F
50069	Sanders, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Sanders</p>	
54809	Sanders, Shiloh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shiloh Sanders</p>	A32.3A; A32.3F
41607	Sanders, Steven	<p>The spirit of the roadless rule for wilderness areas is to preserve and protect these unique and wonderful natural spaces. The Wasatch, with wilderness designated areas adjacent to a major metropolitan population center is a jewel that must be protected. The roadless area protections offers a way to reject the proposed Little Cottonwood Canyon gondola project, which would impinge upon the protected wilderness area. The overall negative impact of the gondola project, visually, environmentally, with benefits for the specialized interests of serving the two ski areas in the canyon is a disservice to not only the local population, but to the overall citizens of the state of Utah. In the interests of the many, use this opportunity to reject the Little Cottonwood Canyon gondola project.</p>	A32.3A; A32.3F; A32.3I
42063	Sanderson, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Sanderson</p>	A32.3A; A32.3F
54977	Sanderson, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Sanderson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47721	Sandigo, Kassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassie Sandigo</p>	A32.3A; A32.3F
53505	Sandoval, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Sandoval</p>	A32.3A; A32.3F
55038	sandoval, Marie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marie sandoval</p>	A32.3A; A32.3F
52152	Sands, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sands</p>	
49957	Sandwick, Sonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sonia Sandwick</p>	A32.3A; A32.3F
42125	Sanford, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Sanford</p>	A32.3A; A32.3F
48986	Sanford, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Sanford</p>	A32.3A; A32.3F
51484	Sanford, Kaydee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaydee Sanford</p>	
40961	Sanger, Emily	The gondola would not work. Watch this for proof: https://youtu.be/9yjZpBq1XBE	A32.29VV
40318	Sanger, Emily	As someone who has been recreating in LCC for nearly my whole life, I know that the gondola is not the best solution for LCC traffic. Allocate taxpayer dollars elsewhere, such as an improved bus system, rather than reducing the bus system and spending millions of dollars implementing something that will make the outdoors even more inaccessible.	A32.29VV
46780	Sanjay, Abhinav	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abhinav Sanjay</p>	A32.3A; A32.3F
42269	Sankovich, Kyle	The wide open views of LCC are something that all generations should have the opportunity to someday see. The gondola would detract from the natural beauty of the canyon. Additionally, the large amount of taxpayer money being used to complete the gondola project is unacceptable considering that many members of the surrounding communities will never use. There also has not been enough analysis completed to determine whether or not people would be willing to pay to the rates proposed to use the gondola service. This project should not move forward at this point.	A32.29VV
47479	Sannar, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Sannar</p>	A32.3A; A32.3F
51298	Sannar, Rayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rayna Sannar</p>	
54714	Sanok, Forrest	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Forrest Sanok</p>	A32.3A; A32.3F
51990	Sansalone, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. I think it's essential to set max capacity limits at the ski resorts both parking and people. This would assure a better recreation experience for all.</p> <p>I don't support harming our lands or losing access to trails we currently have so that one group that likes to recreate can have better access not less traffic or less congestion.</p> <p>Regards, Anthony Sansalone</p>	A32.3A; A32.3F
43019	santacroce, zane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, zane santacroce</p>	
54623	Santisi, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Santisi</p>	A32.3A; A32.3F
54610	Santisi, Tatiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tatiana Santisi</p>	A32.3A; A32.3F
49168	Santomero, Adriana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adriana Santomero</p>	A32.3A; A32.3F
44808	Santoro, Jen	<p>To whom it may concern,</p> <p>I live in Cottonwood Heights at the base of LCC and I ski at Snowbird and in the backcountry. I used to use the bus and often would take my two very little kids with me. The bus was a very convenient, efficient method to get right to Snowbird. It also stopped at many trailheads. This year the bus was dramatically cut. The 953 is eliminated and thr 944 is cut in half. I hear the problem is bus drivers, and I would propose a solution: traffic hubs with parking away from the mouth of the canyons, bus only periods of the day, and subsidies to pay those drivers well and perhaps even help fund their training. This solution would also help BCC much more than a gondola in LCC.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The proposed parking near LA Caille does nothing to improve the traffic on Wasatch.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jen Santoro</p>	
55844	Santoro, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Santoro</p>	A32.3A; A32.3F
41673	Santoro, Jonathan	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
52440	Santos, Daniela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniela Santos</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43030	Santos, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Santos</p>	A32.3A; A32.3F
42721	Santurbane, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Santurbane</p>	A32.3A; A32.3F
48865	Sapers, Adam	<p>To whom it may concern,</p> <p>So [REDACTED] dumb. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Sapers</p>	A32.3A; A32.3F
45687	Sapiro, Dana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dana Sapiro</p>	
39848	Sapiro, Max	I do not want a gondola. I think you could use that money to just pay bus drivers more as well as countless other things	A32.29VV
45277	Sapiro, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Sapiro</p>	A32.3A; A32.3F
51646	sapiro, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas sapiro</p>	A32.3A; A32.3F
55151	Sapp, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Sapp</p>	A32.3A; A32.3F
45822	Sarfaty, Sarah	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Sarfaty</p>	
43399	Sargent, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Sargent</p>	A32.3A; A32.3F
52318	Sargent, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Sargent</p>	A32.3A; A32.3F
55186	Sargent, Ash	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ash Sargent	
52414	Sargent, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Sargent</p>	A32.3A; A32.3F
42005	Sargent, Kamryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamryn Sargent</p>	A32.3A; A32.3F
48987	Sargent, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Sargent</p>	A32.3A; A32.3F
52313	Sargent, Margaret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Margaret Sargent</p>	
45641	Sarinopoulos, Campbell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Campbell Sarinopoulos</p>	A32.3A; A32.3F
49694	Sarkady, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Sarkady</p>	A32.3A; A32.3F
51747	Sarnacki, Makelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makelle Sarnacki</p>	A32.3A; A32.3F
48297	Sasieta, Katerina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katerina Sasieta</p>	
44116	sasivarevic, hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hanna sasivarevic</p>	A32.3A; A32.3F
50469	Sasivarevic, Nadja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nadja Sasivarevic</p>	A32.3A; A32.3F
45314	Saslowsky, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Saslowsky</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39725	Sather, Jen	Please do NOT consider building a gondola in Little Cottonwood Canyon. This favors a small group of users -- people who go to resorts -- and leaves out thousands of local users who visit other areas of the canyon. It would have a major negative impact on the beauty of this incredible place. If you love Utah and the natural treasure it is, please drop this gondola idea -- there are so many better solutions to transportation problems in the canyon.	A32.29VV
53545	Sato, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Sato</p>	A32.3A; A32.3F
49118	Satterfield, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Satterfield</p>	A32.3A; A32.3F
41522	Satterlee, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Satterlee</p>	A32.3A; A32.3F
45752	Sauceda, Cynthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cynthia Saucedo</p>	
43233	Sauceda, Novalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Novalee Saucedo</p>	A32.3A; A32.3F
51839	Saucedo, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Saucedo</p>	A32.3A; A32.3F
54701	Saucedo, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Saucedo</p>	A32.3A; A32.3F
50194	Sauer, Tyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Sauer</p>	
50668	Saul, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Saul</p>	A32.3A; A32.3F
48523	Saulnier, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Saulnier</p>	A32.3A; A32.3F
39535	Saunders, Abbie	<p>I think that the best solution is to improve the bus system. I think it would be beneficial to widen the road enough for ONE lane & make it a designated directional bus lane. This would allow for cars to still drive up & down the canyon in the regular lanes but the bus would have its own lane. Taking the bus doesn't appeal to people if they still have to sit in traffic. If there was a directional bus lane, buses could quickly drive up the canyon in the morning (then drive down in the regular lane where there isn't traffic yet). In the afternoon, the lane would then be a designated bus lane going down the canyon (& buses going up could use the regular lane without any delays due to the traffic flow). Enhancing the bus system would make this option much more appealing & only widening the road one extra lane would be adequate to solve the problem without negatively affecting the beauty of the canyon/bouldering areas as much.</p>	A32.29VV
50088	Saunders, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Saunders</p>	
41368	Saunders, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Saunders</p>	A32.3A; A32.3F
43834	Saunders, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Saunders</p>	A32.3A; A32.3F
54364	Saunders, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Saunders</p>	A32.3A; A32.3F
41405	Saunders, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Saunders</p>	
48261	Saunders, McKinlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinlee Saunders</p>	A32.3A; A32.3F
45994	Saunders, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Saunders</p>	A32.3A; A32.3F
45817	Saunders, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Saunders</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44867	Sauter, Melysa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melysa Sauter</p>	A32.3A; A32.3F
55495	Savage, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Savage</p>	A32.3A; A32.3F
47154	Savage, Kirstie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirstie Savage</p>	A32.3A; A32.3F
40611	Savio, Enrico	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Enrico Savio	
45282	Savoia, Nico	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nico Savoia	A32.3A; A32.3F
44761	Savoie, Corliss	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Corliss Savoie	A32.3A; A32.3F
43874	Savoie, Thomas	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Thomas Savoie	A32.3A; A32.3F
39284	Sawmill, Old	All of these stupid paperwork and regulatory exercises are a giant waste of time and Utah Taxpayer Money: Put a Toll Plaza at the bottom of LCC and be done with it.	A32.29VV
55332	Sawyer, Jessie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Sawyer</p>	
41403	sawyer, peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, peter sawyer</p>	A32.3A; A32.3F
43552	Sawyer, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Sawyer</p>	A32.3A; A32.3F
43210	saxey, alayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alayna saxey</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55056	Saxey, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Saxey</p>	A32.3A; A32.3F
43249	saxey, lora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lora saxey</p>	A32.3A; A32.3F
46722	Saxton, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Saxton</p>	A32.3A; A32.3F
55387	Saxton, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Saxton</p>	
40653	Sayer, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Sayer</p>	A32.3A; A32.3F
48632	Sayles, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Sayles</p>	A32.3A; A32.3F
52671	Sayre, Charlize	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlize Sayre</p>	A32.3A; A32.3F
43553	Sayre, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sayre</p>	
53198	Sazama, Zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoey Sazama</p>	A32.3A; A32.3F
55320	Scaccianoce, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Scaccianoce</p>	A32.3A; A32.3F
42335	Scaduto, Christian	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.3A
54815	Scaglione, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Scaglione</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48582	Scalard, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Scalard</p>	A32.3A; A32.3F
49408	Scalley, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Scalley</p>	A32.3A; A32.3F
56141	Scamfer, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Scamfer</p>	A32.3A; A32.3F
48058	Scanlan, Malia	<p>To whom it may concern,</p> <p>I malia scanlan oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Malia Scanlan</p>	
46228	Scanlon, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Scanlon</p>	A32.3A; A32.3F
45671	Scanlon, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Scanlon</p>	A32.3A; A32.3F
40962	Scannell, Gordie	<p>NO GONDOLA. I think after a season like this, even with all the road closures, it should be obvious that a gondola is not the solution. Will the gondola operate during avalanche mitigation? High winds? Will the towers and angle stations be able to withstand avalanches? I foresee this being a big, expensive mistake that will do very little to help the current situation. The cons will outweigh the pros. The problems will outweigh the solutions. And, may I add, I am not anti-development...; bbt this is a development I cannot stand behind</p>	A32.29VV
46072	Scarcelli, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Scarcelli</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46883	Scarpato, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Scarpato</p>	A32.3A; A32.3F
44701	Scartezina, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Scartezina</p>	A32.3A; A32.3F
52140	Schaad, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Schaad</p>	A32.3A; A32.3F
54522	Schaalje, Brigham	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brigham Schaalje	
39426	Schaecher, Jace	Do not put the gondola in. Your own report about vehicle traffic shows that it won't reduce the amount of cars, just the amount of people up the canyon. We don't need more people up there it's already really crowded. Install snow sheds and a better traction low that predicts weather rather than reacting to it.	A32.29VV
47748	Schaefer, Rachel	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachel Schaefer	A32.3A; A32.3F
47988	Schaeffer, Brent	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brent Schaeffer	A32.3A; A32.3F
43546	Schafer, Adelynn	To whom it may concern, I whole-heartedly oppose the Little Cottonwood Canyon Gondola project. I love this canyon but I cannot afford to utilize those ski resorts. Why should my tax dollars go toward funding expensive ski resorts??? I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Adelynn Schafer	A32.3A; A32.3F
53846	Schafer, Jillian	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Schafer</p>	
46726	Schager, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Schager</p>	A32.3A; A32.3F
41166	Schaible, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Schaible</p>	A32.3A; A32.3F
43206	Schail, Maizie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Maizie Schaill</p>	
46899	Schappa, Jaclyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaclyn Schappa</p>	A32.3A; A32.3F
53416	Scharman, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Scharman</p>	A32.3A; A32.3F
43661	Scharman, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Scharman</p>	A32.3A; A32.3F
56001	scharmann, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley scharmann</p>	
43223	Scharmer, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Scharmer</p>	A32.3A; A32.3F
48398	Schau, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Schau</p>	A32.3A; A32.3F
41962	Schaub, Carly	We still don't want the gondola. Roadless Area Conservation rules should not get bypassed because a Ski resort wants it. UDOT is completely ignoring the majority of Utah citizens.	A32.3F
50023	Scheaffer, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Scheaffer</p>	A32.3A; A32.3F
45405	Scheaffer, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Scheaffer</p>	
45581	Schecker, Bria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bria Schecker</p>	A32.3A; A32.3F
43847	Scheele, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Scheele</p>	A32.3A; A32.3F
44311	Scheelje, Babbette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Babbette Scheelje	
47753	Scheets, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Scheets</p>	A32.3A; A32.3F
39889	Scheetz, Jessica	The problem is not the road. The problem is the number of people that Ski Utah, Snowbird and other tourism outlets have attracted due to their advertising. I have expressed this before, but Utah's public k-12 education system is the bottom 20% of the nation. Maybe put the money toward educating the future so that there are smarter individuals in Utah making decisions.	A32.29VV
40174	Scheetz, Jessica	Building this gondola is a detriment to the land and the locals. I would infer that a huge reason for the influx of traffic since 2018 is due to the Ikon/Epic passes, and then the "great COVID migrations" from other places. It appears that the resorts have projected their issue onto the state rather than solve their own problems. The state struggles to deal with any immediate, chronic problems, such as urban planning and logistics. All anyone has to do is experience the airport to realize the inefficient building concepts and planning and excessive spending they needed to include a nice "mall", even though it's an inefficient place. Meanwhile, the roads are a disaster, there's little to no water for building, yet they continue to allow building, and we have yet to see the rationale behind UDOT supporting this project compared to the other options; the ones that are much less costly and easier to construct. It's not a coincidence that Snowbird purchased the plot of land at the base of the canyon- they are going to make more money off a taxpayer funded project. Not to mention, we are at best average in public education: Louisiana, Mississippi, and Alabama spend more per student than Utah, to give perspective. 96% of Park City SD and Canyons SD tax money funds the poor, neglected public education in Utah. Yet, Utah passed a bill giving families that send their kids to private school \$2K. How does that equate? Clearly there's an issue with priorities because the focus is spending \$600 million on a Gondola. Perhaps intelligence and academics should be a priority so that in the future, students can find solve problems with innovative thinking overlapping fiscal responsibility.	A32.29VV
44787	Scheffer, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Scheffer</p>	A32.3A; A32.3F
46698	Scheick, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Scheick</p>	
52146	Scheid, Kenyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenyon Scheid</p>	A32.3A; A32.3F
49270	Scheider, Kassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassandra Scheider</p>	A32.3A; A32.3F
50647	Scheidle, Jakob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jakob Scheidle</p>	A32.3A; A32.3F
41371	Schein, Allan	<p>The Gondola may technically be an Invasive Species!</p> <p>The federal governments website https://www.invasivespeciesinfo.gov/what-are-invasive-species defines an Invasive Species as follows.</p> <p>As per Executive Order 13112 (Section 1. Definitions) on Feb 3, 1999 , an "invasive species" is a species that is:</p>	A32.3A; A32.3F; A32.3H; A32.3I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>1) non-native (or alien) to the ecosystem under consideration and,</p> <p>2) whose introduction causes or is likely to cause economic or environmental harm or harm to human health.</p> <p>The purpose of this order is "to prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause".</p> <p>So can the gondola be considered an invasive species? It is certainly invasive, poses a hazard to Little Cottonwood Canyon and Creek, many of its 24 towers violate the Roadless Areas designation and a gondola, for a fact, does not provide the solution to traffic management it is presented as being. It would physically and visually alter the canyon environment, violate zonings and federal law and fail to significantly solve any traffic issues.</p> <p>So, very much like a noxious species perpetuates itself with seeds, spores or creepers, Gondolaworks has proposed invading LCC with several dozen 25 story high mega-structures. In places we wouldn't allow an invasive weed to grow. Every one of the 24 tower structures requires an access road, a sizeable working perimeter and according to the EIS more than 200 acres in total will be impacted. Snowbird has claimed only 2 acres will be impacted. That's like saying a one acre field covered in Canada Thistle only takes up a square yard, because the thousand plants growing each only have a stem thickness of one inch. Its deceptive rhetoric and intentional misinformation. Simply considering any towers in LCC's designated Wilderness Roadless Areas is a public relations blunder and ill conceived idea born out of self interest with disregard for greater public and citizens wishes. Not to mention a Federal violation.</p> <p>Recently, an article was written about a "new fault" discovered at the gravel pit. There are 23 fault lines along the 200 mile long Wasatch Fault, and this was just another small fracture line within the well known and fully mapped Little Cottonwood fault. However, the Gondola's mega-towers will practically be built on the southern end of this fault, and certainly straddle it.</p> <p>In their TV ads, Gondolaworks makes a big deal about how distasteful and dehumanizing riding a bus to the ski areas is as opposed to the more comfortable and seemingly spacious gondola cars. We were told these tram cars carry 36 people. In the March 25th, 2023 Salt Lake Tribune article, Mr. Fields of Snowbird claims the cars have 20 seats and 16 more people will be standing. He also claims the ride will take 27 minutes but UDOT claims 55 minutes. Either way, in what now reveals itself as a pitifully small tram car, nearly half the people will have to stand with their skis, boots and backpacks toe to toe with everyone else in what is going to be a tram packed like a sardine. It makes an electric bus ride sound like the real holiday trip to the resort.</p> <p>Mr. Fields claims the Gondola can transport 3,000 to 4,000 people an hour. That calculates to a car leaving every 30 seconds or so. UDOT calculates the road only handles a bit over 700 cars an hour. It also means the base station facility will need to be the size of a cruise ship to handle the traffic, operation, storage and maintenance of what calculates to be more than 200 tram cars in motion to meet these numbers.</p> <p>Little if anything about the Gondola project makes sense. It's very much like planting a noxious weed in your yard because the flowers are pretty. Next thing you know, the drawbacks of planting it are revealed over time when you have a nuisance you can't get rid of or undo. That's what the Gondola is. The seed of a pretty idea being sold as the promise to everything you could want in a transportation system but will NOT solve the traffic problems that actually exist. It's an excuse to build a tourist attraction and extend a tentacle for growth beyond the ski areas natural boundaries. They have no place left to grow and what sounds like a good idea to some people is a logistical, environmental and economic nightmare in the making.</p> <p>No to towers in Little Cottonwood Canyon. No to the Gondola. After nearly 900 inches of snow this winter season, numerous road closures and days of interlodging, it still appears a tunnel would be the most efficacious solution for both canyons at once.</p> <p>Allan Schein Cottonwood Heights April 17, 2023</p>	See Responses in Appendix A of the ROD
41393	Schelin, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jordan Schelin</p>	
50654	Schenck, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Schenck</p>	A32.3A; A32.3F
50665	schenck, Skylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylee schenck</p>	A32.3A; A32.3F
43530	Schendel, Marcel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcel Schendel</p>	A32.3A; A32.3F
55609	Scherer, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Sam Scherer</p>	
46710	schertz, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin schertz</p>	A32.3A; A32.3F
48375	Scheuerlein, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Scheuerlein</p>	A32.3A; A32.3F
41047	Scheuermann, Andrew	<p>To whom it may concern,</p> <p>This gondola is such a bad idea! Expensive, slow, and only caters to skiers. Buses, forced carpooling, or more park & ride much better. Don't do it!</p> <p>Regards, Andrew Scheuermann</p>	A32.29VV
40591	Schiavone, Amber	<p>I strongly oppose the construction and funding of the gondola in three federally protected Roadless Areas. The gondola should not be given special exception to the federal rules. Nor should it be given taxpayer dollars to two private companies and a few individuals who will profit tremendously at the taxpayers expense.</p>	A32.3A; A32.3F
56143	Schick, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rachael Schick	
42271	Schiefer, John	I'm against the gondola. Primarily because it violates the roadless rule and negatively impact wilderness areas. There is a better solution for the environment and canyon.	A32.3A; A32.3F
40894	Schiefer, Judy	I am opposed to building a gondola because the building of it and use would violate the Roadless Act and would negatively impact our wildlife and natural areas. Thank you for considering my thoughts.	A32.3A
48414	Schiffman, Amber	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amber Schiffman	A32.3A; A32.3F
45739	Schiffman, Kristina	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kristina Schiffman	A32.3A; A32.3F
44493	Schill, Aubree	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Aubree Schill	A32.3A; A32.3F
44477	Schillig, Jac	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jac Schillig</p>	
48384	Schilling, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Schilling</p>	A32.3A; A32.3F
49461	Schilling, Siena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Siena Schilling</p>	A32.3A; A32.3F
44069	Schillinger, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Logan Schillinger	
52278	Schimbeck, Korbin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Korbin Schimbeck</p>	A32.3A; A32.3F
54086	Schimelfening, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Schimelfening</p>	A32.3A; A32.3F
55668	Schindel, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Schindel</p>	A32.3A; A32.3F
40232	Schlaefke, Sarah	<p>Hi UDOT,</p> <p>Here we are again.</p> <p>And AGAIN I am telling you that the gondola is NOT the right solution to the LCC traffic issues. Over 80% of the Wasatch Front agrees with this sentiment. increasing bus service, tolling the canyon, or shuttle-only-ing the canyon are much more reasonable, less intrusive, less expensive options than building a gondola that won't even fix the issues in the canyon. Canyon closures will still happen, because if the canyon is closed for avalanche issues, you can have a gondola drop people off in an interlodged area. In fact, the math has been done and the gondola can't even transport as many people it says it can. The gondola cars will be horrible to maintain, and the damage to nature is just not worth it. Plus, this will cost EACH Utahn, even those who don't even live anywhere near LCC, >\$700 in taxes per year. That's just not just, not fair.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please instead listen to all of your constituents and choose an alternative to the gondola in LCC.</p> <p>Sarah Schlaefke, U of U Comms Specialist for Wellness & Integrative Health</p>	
48057	Schlaepfer, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>There are many options that I believe would be better and protect the natural beauty of the canyon rather than permanently alter it.</p> <p>Regards, Victoria Schlaepfer</p>	A32.3A; A32.3F
50701	Schlatter, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Schlatter</p>	A32.3A; A32.3F
47422	Schlechter, Chelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsey Schlechter</p>	A32.3A; A32.3F
49496	Schlegel, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Schlegel</p>	
46868	Schlehuber, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Schlehuber</p>	A32.3A; A32.3F
45479	Schlehuber, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Schlehuber</p>	A32.3A; A32.3F
50478	Schlesier, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brett Schlesier	
56214	Schlesinger, Richard	You people waste enormous amounts of money and time promoting and/or discussing this absurd suggested project which we all know will never be built. \$1 billion to enrich a few corrupt peoples pockets and is not wanted by the hardcore skiing population. Politics pollution ats disgusting worst. Wake up	A32.29VV
55580	Schlesinger, Richard	<p>You people waste enormous amounts of money and time promoting and/or discussing this absurd suggested project which we all know will never be built. \$1 billion to enrich a few corrupt peoples pockets and is not wanted by the hardcore skiing population. Politics pollution ats disgusting worst. Wake up Get Outlook for Android</p> <p>-----</p> <p>From: Little Cottonwood Canyon [REDACTED] Sent: Monday, April 17, 2023 12:03:53 PM To: [REDACTED] Subject: New Comment Received</p> <p>New comment submitted</p> <p>Thank you for your input. Your comments have been recorded.</p> <p>Submitter Name: Richard Schrliesinger</p> <p>Comment Email: [REDACTED]</p> <p>-----</p> <p>Comment: Dumbest thing ever</p>	A32.29VV
44844	Schleve, Annaliese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annaliese Schleve</p>	A32.3A; A32.3F
47586	Schlosser, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik Schlosser</p>	
40809	Schlussel, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I will do everything in my power to stop this gondola from happening. There is enough corruption and greed in this world and I beg of you to leave my canyon alone.</p> <p>Regards, Jackson Schlussel</p>	A32.3A; A32.3F
46844	Schmaltz, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Schmaltz</p>	A32.3A; A32.3F
44445	Schmalz, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>How dare you make the taxpayers pay for something the majority of us contributing won't use or benefit from. Make the rich folks pay for it since they're the one who are going to use it.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jordan Schmalz	
45763	Schmalz, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Schmalz</p>	A32.3A; A32.3F
44478	Schmeling, Elisabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elisabeth Schmeling</p>	A32.3A; A32.3F
40064	Schmerse, Kevin	The Gondola is still the best option...The staff needed to drive busses will be even harder to staff in the future...The Gondola may be a more expensive version but is a better and more viable option...even if it was just for averting the avalanche danger we've seen this year.	A32.29VV
39932	Schmid, Renee	I believe the only way to get people up the LCC mountain is the gondola, A or B. Little Cottonwood Canyon is not the type of road that buses or other vehicles need to be driving on with crazy winter weather and avalanche danger. This year has proven that vehicles on the road are not a good idea, and a gondola would get people up without the worries of avalanches, road closures and other weather related issues. I truly believe the gondola is the way to go. Thanks.	A32.29VV
54346	Schmid, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Schmid</p>	A32.3A; A32.3F
50013	Schmidt, Ashton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashton Schmidt</p>	
50682	Schmidt, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dan Schmidt</p>	A32.3A; A32.3F
48460	Schmidt, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Schmidt</p>	A32.3A; A32.3F
48036	Schmidt, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Elle Schmidt	
48048	Schmidt, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Schmidt</p>	A32.3A; A32.3F
43955	Schmidt, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Schmidt</p>	A32.3A; A32.3F
41700	Schmidt, James	The changes made when implementing a gondola would me a major net negative for the canyon and effected areas. I strongly oppose it	A32.29VV
49273	Schmidt, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Schmidt</p>	A32.3A; A32.3F
55393	Schmidt, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Schmidt</p>	
55325	Schmidt, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Schmidt</p>	A32.3A; A32.3F
41765	Schmidt, Kathleen	<p>NO towers!! No bulldozers building platforms for towers! No maintenance roads to support Gondola towers, cars and cables. No Gondola!</p> <p>Profits for ski resorts do not benefit the taxpayers who pay for this project, and mostly don't ski.</p> <p>bringing more and more people into a city with a water dispersion problem, with a housing problem, NO WE REALLY DON'T WANT OUR CITY OVERCROWDED WITH TOWN HOMES AND CONDOMINIUMS! So dont tell us that we need a Gondola to bring more tourists and new Utahans.</p> <p>We want to see our mountains, not just ski down them.</p> <p>No cables connecting cars.</p>	A32.29VV
53584	Schmidt, Luanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luanne Schmidt</p>	A32.3A; A32.3F
39398	Schmidt, Luanne	<p>Uphold the roadless rule. No gondola for the wealthy few at the high cost of the many; maintain what the roadless rule protects by maintaining the very important roadless rule. Thank you.</p>	A32.29VV
55831	Schmidt, Maximilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maximilian Schmidt</p>	
54334	Schmidt, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Schmidt</p>	A32.3A; A32.3F
39391	Schmidt, Mike	<p>Do not build the Gondola!! The people of the Salt Lake Valley, and especially Sandy where I live, do not want the gondola. It's a terrible idea that would obstruct the beautiful views of the canyon. Plus, it would not solve the problem of traffic at all. There are far better ways to work on the traffic issues - tolls, increasing busses, making a bus lane, etc.</p> <p>I repeat, DO NOT build the gondola. We the people never asked for it and we don't want it.</p>	A32.29VV
53186	Schmidt, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Schmidt</p>	A32.3A; A32.3F
50412	Schmidt, Roman	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Roman Schmidt</p>	
48192	Schmidt, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Schmidt</p>	A32.3A; A32.3F
50001	Schmidt, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Schmidt</p>	A32.3A; A32.3F
43058	Schmitt, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Schmitt</p>	A32.3A; A32.3F
50696	Schmitt, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Schmitt</p>	
51497	Schmittle, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Schmittle</p>	A32.3A; A32.3F
51541	schmittle, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul schmittle</p>	A32.3A; A32.3F
51544	Schmittle, Tammie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammie Schmittle</p>	A32.3A; A32.3F
39324	Schmohl, Billy	<p>Cars do not belong in the Cottonwoods. This process has become so politicized that the most rational actors are overcome with emotion and politics outweighs rational thought. I would like to empower a reasonable solution that takes cars off the road in the cottonwoods. While I understand much of the opposition to the gondola, if it is the best solution to get cars off the road, then it certainly should be implemented.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50020	Schmuckal, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Schmuckal</p>	A32.3A; A32.3F
53903	Schmutz, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Schmutz</p>	A32.3A; A32.3F
42944	Schmutz, Kyra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyra Schmutz</p>	A32.3A; A32.3F
54607	Schmutz, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sarah Schmutz	
43809	schneck, siri	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, siri schneck	A32.3A; A32.3F
45331	Schneider, Alex	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alex Schneider	A32.3A; A32.3F
41815	Schneider, Anni	I am in opposition to the proposed gondola project in Little Cottonwood Canyon. Its impact on local wilderness areas and roadless areas is indisputable. Please register my comment as a no vote and take this flawed project off the drawing table	A32.3A
53079	Schneider, Ava	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Ava Schneider	A32.3A; A32.3F
40802	Schneider, Frances	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frances Schneider</p>	
56062	Schneider, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Schneider</p>	A32.3A; A32.3F
49061	Schneider, Rocio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rocio Schneider</p>	A32.3A; A32.3F
51314	Schneiter, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Schneiter</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51859	Schnirel, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Schnirel</p>	A32.3A; A32.3F
53015	Schnoor, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Schnoor</p>	A32.3A; A32.3F
56334	Schnyder, Reba	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reba Schnyder</p>	A32.3A; A32.3F
46071	Schnyder, Rory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rory Schnyder</p>	
41559	Schockmel, Kate	<p>This project is way too expensive, too invasive, and the push for it already seems corrupt. The gondola would ruin so much of the canyon and the state is asking the taxpayers to support a development that will financially benefit a handful of people. UDOT should be looking into clean buses and rail services up and down the state for the majority of the state's citizens. This is the second time I have commented on the Canyon project and I believe even the construction would be harmful to an already fragile environment. And finally, with climate change more and more apparent, with unpredictable weather patterns, could you even guarantee this project wouldn't become redundant before it is even completed? That's quite the gamble. Instead of looking for further development projects, perhaps the state could turn its attention to improving the environment already degraded from decades of crazy growth and poor building of infrastructure. Where's that at?</p>	A32.29VV
46525	Schoenberner, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Schoenberner</p>	A32.3A; A32.3F
52948	schofield, kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kaitlyn schofield</p>	A32.3A; A32.3F
53741	Schofield, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Schofield</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40551	Scholl, Mark	I know there is lots of strong arming by the outdoor community against this but as an avid outdoors explorer and realist about the other options, I think the gondola is the best plan. My opinion. Thanks.	A32.29VV
41321	Schooler-Reed, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Schooler-Reed</p>	A32.3A; A32.3F
41472	Schooley, Ashley	<i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i>	A32.29VV
54096	Schoombie, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Schoombie</p>	A32.3A; A32.3F
46991	schor, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson schor</p>	A32.3A; A32.3F
53202	Schork, Alexander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexander Schork</p>	
51993	Schow, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Schow</p>	A32.3A; A32.3F
44981	Schow, Tiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiana Schow</p>	A32.3A; A32.3F
53702	Schrader, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Schrader</p>	A32.3A; A32.3F
44304	Schreiber, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Schreiber</p>	
50770	Schreiber, Kassandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassandra Schreiber</p>	A32.3A; A32.3F
40708	Schreiber, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Schreiber</p>	A32.3A; A32.3F
46709	Schreiber, Sebastian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sebastian Schreiber	
51098	SCHREYER, CHELSEA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, CHELSEA SCHREYER</p>	A32.3A; A32.3F
39305	Schriber, Craig	I am opposed to a gondola in Little Cottonwood!	A32.29VV
41097	Schlesinger, Richard	This ridiculous. 99+ % people opposed. Everyone knows it wicosst over &1 billion, be extremely texpensive to use, only benefit the corrupt land owners and ex politicians who will become wealthy, costly to taxpayers who will not use it, etc. etc. etc This is so dumb and should be put to bed	A32.29VV
41099	Schlesinger, Richard	Dumbest thing ever	A32.29VV
55976	Schroder, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Schroder</p>	A32.3A; A32.3F
55214	Schroeder, Diana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diana Schroeder</p>	A32.3A; A32.3F
46257	Schroeder, Eligh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eligh Schroeder</p>	
52773	Schroeder, Gracilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracilyn Schroeder</p>	A32.3A; A32.3F
41021	Schroeder, Tristan	<p>Could we have another comment period.</p>	A32.29VV
56024	Schubach, Shar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shar Schubach</p>	A32.3A; A32.3F
39669	Schubert, Heidi	<p>Friday May 31st LCC was closed for avalanche work. How many complaints did you get? We can just wait these things out. We do not need to destroy the wilderness for a few days of skiing. Plus, the road will always be there and need care and repair. I don't think the economics of the gondola reflect the ongoing continuum. I don't want a gondola.</p>	A32.29VV
54892	Schuchart, Jim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jim Schuchart</p>	
41065	Schuenman, Tacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tacey Schuenman</p>	A32.3A; A32.3F
42604	Schuett, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will Schuett</p>	A32.3A; A32.3F
52720	Schuetz, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Schuetz</p>	A32.3A; A32.3F
43905	Schuh, Everett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Everett Schuh</p>	
43987	Schultz, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Schultz</p>	A32.3A; A32.3F
55294	Schultz, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Schultz</p>	A32.3A; A32.3F
39604	Schultz, Steve	<p>First off, so you don't write me off as some crazy environmentalist, let me start out by saying I'm very conservative politically, and I'm not against development, mining, oil & gas, etc. However, the Cottonwood Canyons are an exception. These canyons are a jewel and must be protected at all costs. We must say no to new development and say yes to more wilderness. The gondola will be a major eyesore and ruin the wild character of the canyon. It's also for the sole benefit of two private ski resorts; of course which will be backed-up / subsidized by the taxpayers. I love my car, I love the freedom it provides, and I hate the thought of having to ride a shuttle bus up the canyon, but that's the reality we're dealing with due to population growth, and one I'm willing to live with to prevent this boondoggle. Thank you.</p>	A32.29VV
44432	Schulz, Tylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tylee Schulz	
48517	Schulze, Thia	<p>To whom it may concern,</p> <p>My family uses Alta & Snowbird resorts & I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thia Schulze</p>	A32.3A; A32.3F
40006	Schumacher, Levi	DO NOT BUILD A GONDOLA. Please. Enhance the bus line. We want climbing in LCC!	A32.29VV
55633	Schüpbach, Katrin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrin Schüpbach</p>	A32.3A; A32.3F
40222	Schuring, Aubrey	Utah residents are not in favor of the gondola! This proposed solution is nothing but another problem. We are already going through enough environmental destruction, pollution and loss. Please consider that the gondola is not in the favor of most Utah residents.	A32.29VV
46747	Schurman, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Schurman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40641	Schuster, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Schuster</p>	A32.3A; A32.3F
46382	Schutfort, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsa Schutfort</p>	A32.3A; A32.3F
48542	Schwall, Perrin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Perrin Schwall</p>	A32.3A; A32.3F
39973	Schwartz, Bill	<p>Snow Sheds!!!!</p> <p>If we had snow sheds maybe the canyons and mountains would not have been shut down this winter.</p> <p>put up snow sheds and a better bus service.</p> <p>reservation parking- promotes car pooling and bus usage when people can't get a reservation. Don't have to charge for it, just the fact that a person can't make a reservation will encourage them to car pool and or take the bus if the bus service is any good.</p>	A32.29VV
49763	Schwartz, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Schwartz</p>	
51924	Schwartz, Theo	<p>To whom it may concern,</p> <p>As a Salt Lake City resident, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theo Schwartz</p>	A32.3A; A32.3F
49165	Schwartz, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Schwartz</p>	A32.3A; A32.3F
45397	Schwartznau, Karina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Do better. For the community, the environment, the users, the world. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. And create worse congestion for extended periods of time.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karina Schwartznau</p>	
49462	Schwarz, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Schwarz</p>	A32.3A; A32.3F
44847	Schwarz, Sommer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sommer Schwarz</p>	A32.3A; A32.3F
46658	Schwebach, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>The gondola will only run for not even half of the year due to weather and not being operational during the summer. There is no point in building this useless, expensive, and ineffective, piece of machinery. Instead focus on real solutions including overhauling the bus and tolling system and make a solution that works for everyone, especially the tax payers.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jake Schwebach	
48014	Schweers, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedi Schweers</p>	A32.3A; A32.3F
45439	Schwehr, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Schwehr</p>	A32.3A; A32.3F
46660	Schweiger, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Schweiger</p>	A32.3A; A32.3F
47698	schwieger, Emory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emory schwieger</p>	
40504	Scibisz, Krista	<p>I am a Salt Lake resident and I am opposed to the gondola in little cottonwood canyon. You will be infringing in designated roadless areas. It is not feasible to be building gondola towers in these areas without having to build a road. It is unlikely that you will be able to build or maintain towers without road access. Additionally, gondola towers should fall under the definition of a road because it will involve destruction of the area for motorized transportation. I am also opposed to the gondola because it will be highly destructive in general to little cottonwood canyon. It will significantly impact ecosystems, wildlife, beautiful views, climbing routes, and trailheads. It will also be a very expensive cost to the tax payer despite an overwhelming majority of the tax payers not wanting this because it will only benefit 2 private resorts. The gondola will not serve as a solution on days that little cottonwood is closed because the gondola cannot run during avalanche mitigation efforts. Wind will be frankly terrifying as well as unsafe. It will not be faster when accounting for true wait times and ability to move people. It will cause an increase in parking frustration. There are many more less expensive and less destructive options to address the traffic in little cottonwood canyon. Improved bus systems, snow sheds, limiting travel to only public transit up the canyons, tolling, and paid parking will all improve the current problems without destroying ecosystems and nature. The gondola additionally will not in any way improve the traffic in big cottonwood canyon, which is continuously worse, whereas the other options listed would help both canyons. Please do not move forward with the gondola.</p>	A32.3A; A32.3F; A32.3H
43338	Scibisz, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Scibisz</p>	A32.3A; A32.3F
48537	Scofield, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Scofield</p>	A32.3A; A32.3F
56138	Scofield, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Scofield</p>	
50138	Scofield, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoe Scofield</p>	A32.3A; A32.3F
41028	Scopes Anderson, Leslie	<p>The billion\$ 'Tram' won't alleviate any problems, it will only cause more! The ski resorts need to limit the number of tickets sold per day, just like some responsible resorts do. They need to charge for and reserve parking spaces to limit vehicles in the canyon. Spend that many taxpayer \$s to benefit 2 companies is insane!!</p>	A32.29VV
51159	Scoresby, Rilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rilee Scoresby</p>	A32.3A; A32.3F
49616	Scott, Adalayde	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adalayde Scott</p>	A32.3A; A32.3F
44112	scott, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda scott</p>	
47755	Scott, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Scott</p>	A32.3A; A32.3F
40140	Scott, Austin	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.3F
40432	Scott, Eric	<p>Please, DO NOT BUILD THE GONDOLA! I'm not sure how many times I have to voice this opinion but here we go again....</p> <ol style="list-style-type: none"> 1. The cost of the gondola will be an immense burden on the taxpayers of Utah for years to come. 2. The environmental impact caused by building the gondola is something that LCC will never recover from. 3. The current traffic problem (in both BCC and LCC) can be fixed by implementing parking reservation systems at all resorts and increasing bus service (and adding parking, where necessary). 4. Building a gondola will forever change the character of LCC. It will be a huge eyesore. 5. Building the gondola negatively impacts and destroys many of our world class climbing boulders. People travel from all over to visit the impeccable granite stone found in LCC. <p>PLEASE. We DON'T need more lanes! We DON'T need a gondola! We DO need increased bus service. We DO need additional parking in some cases. We DO do need snow sheds under major avalanche paths (Maybird, Tanners, White Pine. Little Pine). I have been a regular in BCC and LCC for over 25 years. Getting more people up the canyon is not the answer and will only result in a degraded user experience and longer lift lines (yay, more \$\$\$\$ for the ski resorts... why are we subsidizing them and lining their pockets???!).)</p>	A32.29VV
40868	Scott, Frances	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frances Scott</p>	
45065	scott, hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, hannah scott</p>	A32.3A; A32.3F
54253	Scott, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi Scott</p>	A32.3A; A32.3F
51207	Scott, Maris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maris Scott</p>	A32.3A; A32.3F
50789	Scott, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Scott</p>	
42278	Scott, Rob	<p>I'm strongly opposed to building a gondola as access to Little Cottonwood Canyon. It's a large, noticeable bit of construction right next to, if not in, a wilderness area. It would also not mitigate traffic in the valley. The lineup would just be to get in the gondola parking lot. And the gondola is slow and would not be useable for hiking or backcountry skiing. It seems like a handout of public money to 2 ski resorts (while I like to ski both resorts, that just seems like a bad use of public money). Can't you just have regular, reliable bus service? I would take it, and I think lots of others would too. Eventually switching to electric buses would seemingly be the most environmentally sensitive approach.</p> <p>-Rob</p>	A32.29VV
44206	Scott, Tracy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tracy Scott</p>	A32.3A; A32.3F
46410	Scovenna, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marco Scovenna</p>	A32.3A; A32.3F
53163	Scovil, Mccall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mccall Scovil</p>	
47039	scoville, kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kenzie scoville</p>	A32.3A; A32.3F
44949	Scow, Sheridan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheridan Scow</p>	A32.3A; A32.3F
41706	Scrimgeour, Max	<p>The enhanced bus service is the lowest barrier to entry and the easiest to facilitate the start of a solution in the near future. The bus service is also the least environmentally impactful based on the results of the published study. In addition to this fact the reality of there being no parking at the gondola base and having to take a bus to get to the gondola would suggest that just staying on the bus would be a lot easier to begin with. You could have an awful lot of successful bus routes for \$600m for a lot of years.</p>	A32.29VV
53078	Scull, Callie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Callie Scull</p>	A32.3A; A32.3F
52268	Scullin, Hazel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hazel Scullin</p>	
49008	SCUNCIO, GIANNI	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, GIANNI SCUNCIO</p>	A32.3A; A32.3F
39734	Seabury, Jen	<p>Thank you for all your listening and hard work.</p> <p>I don't think a gondola should be built in roadless areas: the habitat and flora destruction, the unsightly towers, and noise are un-needed. Please try public transportation first. It can work if thought out. Thanks, Jen</p>	A32.3F
41386	Seage, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Seage</p>	A32.3A; A32.3F
52587	Seale, Marianne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marianne Seale</p>	
41996	Seaman, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Seaman</p>	A32.3A; A32.3F
44800	Seamons, Beck	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beck Seamons</p>	A32.3A; A32.3F
51570	Seamons, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Seamons</p>	A32.3A; A32.3F
51241	Seamons, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Seamons</p>	
48361	Seare, Estee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Estee Seare</p>	A32.3A; A32.3F
53326	Searle, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen Searle</p>	A32.3A; A32.3F
47332	Searle, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Searle</p>	A32.3A; A32.3F
44238	Searle, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Searle</p>	
45374	Searle, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Searle</p>	A32.3A; A32.3F
47077	Searles, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Searles</p>	A32.3A; A32.3F
54362	Sears, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Anna Sears</p>	
42866	Sears, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Sears</p>	A32.3A; A32.3F
53089	Sebastian, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner Sebastian</p>	A32.3A; A32.3F
45368	Secreto, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Secreto</p>	A32.3A; A32.3F
45085	Secreto, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Secreto</p>	
49655	Secunda, Eliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliana Secunda</p>	A32.3A; A32.3F
49944	Seegmiller, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Seegmiller</p>	A32.3A; A32.3F
41982	Seegmiller, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Seegmiller</p>	A32.3A; A32.3F
46783	Seeholzer, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Seeholzer</p>	
55674	Seeley, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Seeley</p>	A32.3A; A32.3F
54624	Seely, Eden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eden Seely</p>	A32.3A; A32.3F
48524	Seessel, Kat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kat Seessel</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42789	Seethaler, Holden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holden Seethaler</p>	A32.3A; A32.3F
46306	Seevinck, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Seevinck</p>	A32.3A; A32.3F
44409	Segalas-shaw, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Segalas-shaw</p>	A32.3A; A32.3F
42153	Segall, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Segall</p>	
47361	Segodnia, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Segodnia</p>	A32.3A; A32.3F
50197	Segovia, Estrella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Estrella Segovia</p>	A32.3A; A32.3F
55188	Sehloff, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sehloff</p>	A32.3A; A32.3F
41912	Seibold, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Seibold</p>	
39978	SEIFERS, LEONARD	This year is a perfect example of road hazards from avalanches that could be avoided with the tram it makes sense	A32.29VV
42804	Seifert, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Seifert</p>	A32.3A; A32.3F
46840	seifert, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason seifert</p>	A32.3A; A32.3F
50570	sekerak, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah sekerak</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46599	Selander, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Selander</p>	A32.3A; A32.3F
40161	Seldin, Robyn	I support the gondola b phased project	A32.29VV
50555	Seliga, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Seliga</p>	A32.3A; A32.3F
49440	Seliger, Carlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlie Seliger</p>	A32.3A; A32.3F
52919	Sellers, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Sellers</p>	
43853	Sellers, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skylar Sellers</p>	A32.3A; A32.3F
50468	Sells, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Sells</p>	A32.3A; A32.3F
50104	Sells, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Sells</p>	A32.3A; A32.3F
55319	selsor, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane selsor</p>	
47365	Seltz, Karissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karissa Seltz</p>	A32.3A; A32.3F
47692	Selzman, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Selzman</p>	A32.3A; A32.3F
53940	Semo, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Semo</p>	A32.3A; A32.3F
42175	Semo, Emilie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emilie Semo</p>	
43346	Senne, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Senne</p>	A32.3A; A32.3F
49641	Sensibaugh, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sensibaugh</p>	A32.3A; A32.3F
49519	Sepulveda, Maia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Maia Sepulveda	
48241	Serafin, Nina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nina Serafin</p>	A32.3A; A32.3F
39948	Serantoni, Gina	I do NOT want a gondola in our canyon. No one takes the bus, what makes you think people will take the gondola.	A32.29VV
50421	Serena, Anabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anabel Serena</p>	A32.3A; A32.3F
42787	Serena, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Serena</p>	A32.3A; A32.3F
40854	Serr, Bayley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bayley Serr</p>	
40434	Serrano Bellido, Luis	<p>I think there are always different options to solve this kind of problems with the traffic in the canyon. First, skiing in the areas like Alta or Snowbird is always seasonal. Less than half of the year skiers can ski there, but climbers, runners, hikers, bird watchers and other nature lovers can use these resources not only in winter time. One of the options can be limiting the number of passes per year, or the number of cars going up the canyon. Please, let's keep Little Cottonwood Canyon gondola free.</p> <p>Thanks, Luis Serrano</p>	A32.29VV
47624	Serrano, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Serrano</p>	A32.3A; A32.3F
40915	Serrato, Alexandra	<p>We live at the mouth of little cottonwood canyon and are very aware of the traffic problems udot faces.</p> <p>Traffic up the canyon is limited to a few weekends in the winter and does not warrant a massive environmentally destructive and overpriced gondola solution. This proposal is being pushed as the only solution in order to earn money for a few and not for the welfare of the canyon. If the ultimate goal of this project were to protect the canyon we would calculate how many people the canyon would support and cap it and provide buses...not build bigger garages to swarm and create Disneyland and create a disaster for all. This is just not the solution...please do the right thing and not the greedy thing.</p>	A32.29VV
53044	Serrato, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Serrato</p>	A32.3A; A32.3F
41590	Sessions, Charlotte	<p>A gondola has no place in LCC and should not be exempt from the Roadless Rule. UDOT should focus its efforts on solutions that benefit all users without causing irreparable damage.</p>	A32.3G
41587	Sessions, Lance	<p>A gondola has no place in LCC and should not be exempt from the Roadless Rule. UDOT should focus its efforts on solutions that benefit all users without causing irreparable damage.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41588	Sessions, Mitchell	A gondola has no place in LCC and should not be exempt from the Roadless Rule. UDOT should focus its efforts on solutions that benefit all users without causing irreparable damage.	A32.3A
48196	Sessions, Tawni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tawni Sessions</p>	A32.3A; A32.3F
50508	Sette, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Sette</p>	A32.3A; A32.3F
42093	setteducati, Bruno	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bruno setteducati</p>	A32.3A; A32.3F
41190	Severson, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Severson</p>	
54019	Severson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Severson</p>	A32.3A; A32.3F
55363	Sexauer, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Sexauer</p>	A32.3A; A32.3F
43364	Sexton, Brendan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brendan Sexton</p>	A32.3A; A32.3F
50451	Sexton, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Sexton</p>	
51724	Seymour, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Seymour</p>	A32.3A; A32.3F
51972	shachoy, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin shachoy</p>	A32.3A; A32.3F
40019	Shade, Jessica	<p>The gondola will violate the roadless rule for the wilderness area. As a resident, voter, constituent, and active participant in the central Wasatch wilderness areas, I am deeply opposed to the disruption and violation of the roadless areas with this construction.</p>	A32.3A; A32.3F
47732	Shaer, Amira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Amira Shaer</p>	
43395	shafer, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Go [REDACTED] your self</p> <p>Regards, Alex shafer</p>	A32.3A; A32.3F
45493	Shafer-Pedersen, Makena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makena Shafer-Pedersen</p>	A32.3A; A32.3F
55410	Shaffer, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Shaffer</p>	A32.3A; A32.3F
40197	Shaffer, Brett	<p>Hello, I am a long time outdoor enthusiast who frequently visits Little Cottonwood Canyon (3-5 times per week) in the winter and the summer. I STRONGLY oppose the concept of a permanent gondola in the canyon. Once you reduce the IRA and wilderness size to construct gondola the entire canyon becomes a resort and loses it wilderness status, and wild and natural feel.</p> <p>Imagine enjoying time in the wilderness area to find an overlook to enjoy the natural beauty, but all you see is a man-made gondola with cars moving up an down this otherwise natural space. Even though the gondola will not technically be in the wilderness area, it minimizes the original intent and concept of making the area a roadless and wilderness area in the first place.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>We must protect this wilderness area by keeping it clear of permanent transportation structures. Once you put it in you cannot go back!</p>	
52542	Shaffer, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Shaffer</p>	A32.3A; A32.3F
55414	Shaffer, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Shaffer</p>	A32.3A; A32.3F
51980	Shaia, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Shaia</p>	A32.3A; A32.3F
46031	Shakespear, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Shakespear</p>	
44466	Shamah, Teo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teo Shamah</p>	A32.3A; A32.3F
53710	Shamrell, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Shamrell</p>	A32.3A; A32.3F
42383	Shanin, Anatoliy	No gondola. No public money for the private companies. Use smarter bus schedules.	A32.29VV
41137	Shank, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Sha</p>	A32.3A; A32.3F
52841	Shannon, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Ps. [REDACTED]</p> <p>Regards, Chris Shannon</p>	
46946	Shannon, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Shannon</p>	A32.3A; A32.3F
51857	Shannon, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Shannon</p>	A32.3A; A32.3F
39459	Shannon, Mike	<p>Hello. This comment is in regards to the US Forest Service Inventoried Roadless Areas identified in 2001 and the impact to those areas by the proposed Little Cottonwood gondola. Under the UDOT plan, the building of eight gondola towers, snow sheds, two angle stations, as well as vegetation and tree removal would take place within these Inventoried Roadless Areas. The Forest Plan prohibits road projects and recreation projects and the Environmental Impact Statement clearly says this is a highway project. The 2003 Revised Forest Plan allowed for some development to take place in certain roadless units, but it was NOT these units and NOT for the purposes of building the world's longest gondola with Utah taxpayer money to serve the desires of two ski resorts.</p> <p>UDOT's failure to recognize this problem from the outset of its gondola plan further demonstrates the shortsighted nature of this rushed gondola project. The areas that were inventoried as roadless were identified for a reason. That reason was for potential future conservation of areas that had not yet been impacted by humans. Roadless areas were not identified for future massive gondola construction. The ONLY reason to identify roadless areas is for their potential future conservation. Massive gondola towers strung up the entire canyon impacting these roadless areas both physically and visually is entirely contrary to the idea of identifying roadless areas to begin with. These areas should be left alone and not turned into a mountain Disneyland eyesore for the sole benefit of two ski resorts.</p>	A32.3A; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Mike Shannon (30-year Salt Lake City resident, avid backcountry skier and snowboarder)</p>	
46701	Shannon, Stewart	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stewart Shannon</p>	A32.3A; A32.3F
41159	shapiro, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth shapiro</p>	A32.3A; A32.3F
46565	Sharifan, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Sharifan</p>	A32.3A; A32.3F
45182	Sharkey, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider more affordable and more effective alternatives to reducing congestion in the canyon. The gondola will not improve this issue. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and increased service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Sharkey</p>	
48766	sharkey, brealyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brealyn sharkey</p>	A32.3A; A32.3F
47675	Sharkowicz, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Sharkowicz</p>	A32.3A; A32.3F
56078	Sharma, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Sharma</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56305	Sharp, Alice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alice Sharp</p>	A32.3A; A32.3F
51465	sharp, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyson sharp</p>	A32.3A; A32.3F
52076	Sharp, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Sharp</p>	A32.3A; A32.3F
50788	Sharp, Lincoln	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lincoln Sharp</p>	
52150	sharp, Macrae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macrae sharp</p>	A32.3A; A32.3F
47215	Sharp, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Sharp</p>	A32.3A; A32.3F
55570	Sharp, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tara Sharp</p>	A32.3A; A32.3F
40002	Sharp, Tory	Please DO NOT ruin the canyon with a ridiculous gondola	A32.29VV
41868	Sharp, Wade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wade Sharp</p>	
42736	Sharpe, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Sharpe</p>	A32.3A; A32.3F
53407	Shartsis, Burke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Burke Shartsis</p>	A32.3A; A32.3F
42201	Shaskey, Cedric	<p>I do not support the gondola as a transportation plan. It is excessively expensive and will not address the problem in the long term as it has a fixed capacity and requires creating extensive parking at the base. The gondola is a permanent fixture which addresses traffic issues that only during select winter days - a small minority of the year. In my opinion, it is a marketing stunt to promote Snowbird and Alta at the expensive of the Utah taxpayers. Instead, a proven transportation option, such as closing the canyon to cars before high traffic days and implementing an improved bus effort (which has been shown to be successful in Zion NP) would be scalable, cost-effective and less environmentally damaging. Improved bus routing would allow parking demands to be more dispersed, and cost/implementation to scale with demand.</p>	A32.29VV
53315	Shaughnessy, Varina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Varina Shaughnessy</p>	
52924	shaw, avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, avery shaw</p>	A32.3A; A32.3F
51418	Shaw, Braxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Braxton Shaw</p>	A32.3A; A32.3F
53336	Shaw, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Shaw</p>	A32.3A; A32.3F
50634	Shaw, George	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, George Shaw</p>	
50440	Shaw, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel Shaw</p>	A32.3A; A32.3F
49714	Shaw, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Shaw</p>	A32.3A; A32.3F
54905	Shaw, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Shaw</p>	A32.3A; A32.3F
43707	Shaw, Kellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellie Shaw</p>	
54331	shaw, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison shaw</p>	A32.3A; A32.3F
44020	Shaw, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As an attorney, I know that there are other options to preserve this amazing state and provide money and resources to those that need it. If you would like to work together, I'd be happy to sit and chat to discuss.</p> <p>Regards, Mikayla Shaw</p>	A32.3A; A32.3F
46553	Shaw, Moya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Moya Shaw</p>	
48512	Shaw, Pernilla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pernilla Shaw</p>	A32.3A; A32.3F
43571	Shaw, Rio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rio Shaw</p>	A32.3A; A32.3F
45746	Shaw, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Shaw</p>	A32.3A; A32.3F
54935	Shawcroft, Kellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kellie Shawcroft</p>	
49517	Shawhan, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Shawhan</p>	A32.3A; A32.3F
54926	Shawnik, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Shawnik</p>	A32.3A; A32.3F
48002	Shea, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Shea</p>	A32.3A; A32.3F
41665	Shea, PatrickA	Comment on latest UDOT request for comments on Little Cottonwood Canyon EIS	A32.3A; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Finally, the gondola would not decrease present-day car traffic levels so direct pollution to the canyon from vehicles wouldn't likely be decreased by adding a gondola either.</p> <p>I have in this comment attempted to be concise and plain spoken. The seemingly predicted course of UDOT to have the Record of Decision (ROD) choose alternative B is rife with corruption, good old boy networking and an incredible waste of Utah and American's taxpayer dollars. To spend anywhere from \$550 million (2019 estimates) to \$1.4 billion (current 2023 estimates taking into account inflation, labor and material shortage) in 2023 and beyond, I believe why so many citizens don't trust governmental institutions, like UDOT.</p> <p>UDOT has a chance of redemption in the public's mind by stopping the present EIS process, starting over and doing the EIS process completely and correctly.</p> <p>Patrick A. Shea Patrick A. Shea [REDACTED]</p> <p>&</p> <p>Private Attorney [REDACTED]</p>	
45992	Shear, Alissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This idea is not the solution. Little Cottonwood Canyon is a gem of a place that offers a wide range of recreational activities in a beautiful landscape, the gondola will ruin the beauty of this natural landscape. Please reconsider this idea, as it will not be beneficial to future generations.</p> <p>Regards, Alissa Shear</p>	A32.3A; A32.3F
49412	Shearer, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Shearer</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53441	Shearman, Candice	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Candice Shearman</p>	A32.3A; A32.3F
55928	Sheedy, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Sheedy</p>	A32.3A; A32.3F
52286	Sheehan, Tricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tricia Sheehan</p>	A32.3A; A32.3F
49537	Sheehy, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Sheehy</p>	
52787	Sheeren, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Sheeren</p>	A32.3A; A32.3F
43818	Sheffer, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Sheffer</p>	A32.3A; A32.3F
51032	Sheffield, Mack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mack Sheffield</p>	A32.3A; A32.3F
43648	Sheffield, Sidney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sidney Sheffield</p>	
53184	Sheide, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Sheide</p>	A32.3A; A32.3F
48872	sheinberg, zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zoey sheinberg</p>	A32.3A; A32.3F
40848	Shekiro, Emery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emery Shekiro</p>	A32.3A; A32.3F
46906	Shelby, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Shelby</p>	
44561	Sheldon, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Sheldon</p>	A32.3A; A32.3F
42664	sheldon, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary sheldon</p>	A32.3A; A32.3F
50675	Shelkey, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Hannah Shelkey	
55908	Shelley, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl Shelley</p>	A32.3A; A32.3F
39350	Shelley, Royce	Having reviewed the Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives and the Air Quality Supplemental Information Technical Report, and finding the statement "The _____ score for this roadless value would not change" in the summary for each roadless value, I fully support with moving ahead on the preferred alternative of "Gondala B."	A32.3I
56216	Shelley, Teri	Gondola. No. Just no. This is not helpful. It will cause more delays in the years constructing it than it will help in the years after. Don't destroy our canyon.	A32.29VV
40917	Shelley, Teri	Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.	A32.3A; A32.3I
43470	Shellow, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Shellow</p>	A32.3A; A32.3F
41879	Shellow, Rhonda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rhonda Shellow</p>	
48964	Shelton, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Shelton</p>	A32.3A; A32.3F
54403	Shelton, Sally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sally Shelton</p>	A32.3A; A32.3F
48634	Shemwell, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Shemwell</p>	A32.3A; A32.3F
55767	Shemwell, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Shemwell</p>	
43815	sheneman, mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mia sheneman</p>	A32.3A; A32.3F
51855	Shepherd, Briqelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briqelle Shepherd</p>	A32.3A; A32.3F
40262	Shepherd, Russ	The winter has shown that the gondola has high merit & knowing where avalanches occur will facilitate planning, previous support of Gondola.	A32.29VV
39478	Shepherd, Russ	My family and many others in Sandy are in favor of the Gondola System as it would have least impact on the Canyon, especially for the future. Having travelled in Switzerland, it's the most effective least impactful!	A32.29VV
53809	Shepherd, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Shepherd</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51645	shepherd, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon shepherd</p>	A32.3A; A32.3F
56066	Sheppard, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Sheppard</p>	A32.3A; A32.3F
49169	Sheppard, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Sheppard</p>	A32.3A; A32.3F
50488	Sheppe, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Sheppe</p>	
53928	sherbotie, Andres	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andres sherbotie</p>	A32.3A; A32.3F
51410	sheridan, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie sheridan</p>	A32.3A; A32.3F
54644	Sheridan, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Sheridan</p>	A32.3A; A32.3F
45011	Sheridan, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Sheridan</p>	
50168	Sheridan, Reed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reed Sheridan</p>	A32.3A; A32.3F
45548	Sherman, Cheryl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheryl Sherman</p>	A32.3A; A32.3F
44988	Sherman, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Sherman</p>	A32.3A; A32.3F
45230	Sherman, Doniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Doniel Sherman</p>	
45031	sherman, gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, gabe sherman</p>	A32.3A; A32.3F
45789	Sherman, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Sherman</p>	A32.3A; A32.3F
53967	Sherman, Phoebe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Phoebe Sherman</p>	
48290	sherman, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophia sherman</p>	A32.3A; A32.3F
45567	Sherman, Suzanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanne Sherman</p>	A32.3A; A32.3F
41122	Shern, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Shern</p>	A32.3A; A32.3F
45438	Sherpa, dawa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, dawa Sherpa</p>	
50113	Sherret, India	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, India Sherret</p>	A32.3A; A32.3F
52055	Sherwin, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Sherwin</p>	A32.3A; A32.3F
41063	Sherwin, Tyler	<p>I strongly oppose the gondola being installed. It will destroy renowned and exceptional recreation in the canyon, and only serve the patrons of two ski resorts. Any transportation solution in Little Cottonwood needs to respect the climbing, hiking, mountain biking, and other activities the canyon supports. The rock climbing especially is world-renowned, and folks travel great distances just to climb in the canyon.</p> <p>Please do not irreversibly damage the iconic and beloved canyon we have. There must be a better solution.</p>	A32.29VV
44501	sherwood, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia sherwood</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50240	Sherwood, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Sherwood</p>	A32.3A; A32.3F
50276	Shi, Yixi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yixi Shi</p>	A32.3A; A32.3F
44386	Shiba, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Shiba</p>	A32.3A; A32.3F
48035	Shields, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Shields</p>	
56194	Shields, Sandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandi Shields</p>	A32.3A; A32.3F
50209	Shields, Sandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandi Shields</p>	A32.3A; A32.3F
48835	Shields, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Shields</p>	A32.3A; A32.3F
48665	Shill, Amalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amalie Shill</p>	
40500	Shilton, Ryan	<p>The gondola is not financially viable. To cover the initial investment in 20 years, a round trip would cost \$80 or more. It's a terrible fiscal decision.</p> <p>Also, the gondola doesn't solve the any problems. It can't transport enough people up the canyon each day to meaningfully improve the traffic situation. None of the numbers add up.</p>	A32.29VV
44026	shimoda, ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ellie shimoda</p>	A32.3A; A32.3F
51671	Shimokaji, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Shimokaji</p>	A32.3A; A32.3F
55620	Shin, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Shin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48808	Shinsky, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Shinsky</p>	A32.3A; A32.3F
50581	Shinsky, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Shinsky</p>	A32.3A; A32.3F
46093	Shipley, Gregory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gregory Shipley</p>	A32.3A; A32.3F
41728	Shipman, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Shipman</p>	
55305	shipnuck, abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, abby shipnuck</p>	A32.3A; A32.3F
41276	Shipp, Ashtyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashtyn Shipp</p>	A32.3A; A32.3F
48896	shipp, kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kate shipp</p>	A32.3A; A32.3F
49144	Shippy, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Shippy</p>	
44194	Shiramizu, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Shiramizu</p>	A32.3A; A32.3F
53206	Shirk, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Shirk</p>	A32.3A; A32.3F
51704	Shirley, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Shirley</p>	A32.3A; A32.3F
50170	Shirley, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Shirley</p>	
43487	Shivell, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip Shivell</p>	A32.3A; A32.3F
51771	Shively, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Shively</p>	A32.3A; A32.3F
49857	Shoaf, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, William Shoaf</p>	
43602	Shockley, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Shockley</p>	A32.3A; A32.3F
50710	Shoemaker, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Shoemaker</p>	A32.3A; A32.3F
41360	Shoemaker, Alison	<p>To whom it may concern,</p> <p>Protect our environment!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Shoemaker</p>	A32.3A; A32.3F
46292	Shoemaker, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Shoemaker</p>	
47043	Shoemate, Anton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anton Shoemate</p>	A32.3A; A32.3F
50690	Sholar, Hallie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hallie Sholar</p>	A32.3A; A32.3F
45932	Shone, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Shone</p>	A32.3A; A32.3F
41169	Short, Celeste	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Celeste Short</p>	
39432	Short, Greg	Seems the installation of a Gondola in LCC is in direct violation of the 2001 Roadless Rule with the proposed construction. It should not be considered.	A32.3G; A32.3F
49643	Shotorbani, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Shotorbani</p>	A32.3A; A32.3F
46680	shoulders, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris shoulders</p>	A32.3A; A32.3F
42371	Showalter, Gary	<p>First, let's discuss the potential impact on the natural beauty of Little Cottonwood Canyon. The canyon is a cherished and iconic destination for its stunning natural scenery, including majestic mountains, serene forests, and rushing streams. The construction of a large gondola structure would change the character of the canyon, introducing a man-made element that could detract from the pristine beauty that draws visitors to the area.</p> <p>Furthermore, constructing a gondola would require significant earth-moving and tree-clearing activities that would undoubtedly cause environmental damage. These activities could disrupt the habitat of the many species of wildlife that call the canyon home, and potentially harm the sensitive ecological balance of the area. As such, those who cherish Little Cottonwood Canyon's natural beauty, such as myself, would argue that the potential benefits of a gondola are outweighed by the negative impact it could have on the environment.</p> <p>Then we have traffic and congestion. Little Cottonwood Canyon is already a popular destination for skiing and other outdoor activities, which can cause traffic jams and parking issues. If a gondola were to be installed, it would likely increase the number of visitors to the area, which could exacerbate these problems. Increased traffic would also contribute to more air</p>	A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>pollution and noise pollution, which could have a negative impact on the quality of life for residents in the area.</p> <p>Finally, it's worth noting that a gondola may not necessarily solve the traffic and parking issues that exist in the canyon. While it could provide visitors with an easy way to access the ski resorts, it will also create new congestion points and may not alleviate parking problems. As such, it's not an effective solution to the challenges faced by Little Cottonwood Canyon.</p>	
46767	shreeve, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex shreeve</p>	A32.3A; A32.3F
53644	Shriber, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Shriber</p>	A32.3A; A32.3F
40994	Shubin, Scott	<p>I am opposed to the tolling on any road or easement granting public access to our mountains. These mountains are the property of the people who pay plenty in taxes to have access to Utah's beauty and wild land areas. This action is the first step in privatizing our natural resources for access by only those with the financial means to afford it. Take a look at the new private resort built on Mount Ogden. Those lands were national forest and now only a few get to enjoy them.</p>	A32.29VV
48180	Shugert, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Shugert</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55690	Shui, Anthony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anthony Shui</p>	A32.3A; A32.3F
50424	Shuler, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Shuler</p>	A32.3A; A32.3F
47227	Shuler, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Shuler</p>	A32.3A; A32.3F
43392	Shultz, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Shultz</p>	
40553	Shultz, Nathaniel	<p>As a long term Cottonwood Heights resident we are told that the gondola is intended to solve traffic congestion; instead, I believe it could make it WORSE.</p> <ul style="list-style-type: none"> - It will put more people in the canyon without improving transit and without studying how many daily visitors the canyon can handle. - It won't stop at non-resort backcountry trailheads, leaving non-resort users to deal with traffic. - It won't operate during active avalanche mitigation. - It will permanently disrupt trailheads, recreation and bouldering areas, marring views and causing constant noise. - Construction will cause delays and highway closures for at least 5-10 years. - Construction debris will jeopardize a critical watershed supplying most of the Salt Lake Valley's drinking water. <p>I urge you to please realize that construction of the gondola is NOT the appropriate solution for LCC. Please listen to the residents and daily users and not those merely financially motivated for increased tourism.</p>	A32.29VV
41976	Shumaker, Jason	No on the Gondola	A32.29VV
52581	Shumaker, Susan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susan Shumaker</p>	A32.3A; A32.3F
46206	Shuman, Ellise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellise Shuman</p>	A32.3A; A32.3F
47378	Shuman, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Shuman</p>	
43844	Shumway, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Shumway</p>	A32.3A; A32.3F
53727	Shumway, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Shumway</p>	A32.3A; A32.3F
44951	Shumway, Quinn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinn Shumway</p>	A32.3A; A32.3F
50045	Shupe, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Shupe</p>	
55390	Shurtleff, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Shurtleff</p>	A32.3A; A32.3F
42616	Shurtz, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Shurtz</p>	A32.3A; A32.3F
45800	Shurygailo, Catie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catie Shurygailo</p>	A32.3A; A32.3F
45611	Shuster, Gabriel	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Shuster</p>	
41147	Shute, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Shute</p>	A32.3A; A32.3F
54609	Shutt, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Shutt</p>	A32.3A; A32.3F
44073	Shutt, Mara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Mara Shutt	
44328	Shved, Kathrine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathrine Shved</p>	A32.3A; A32.3F
55278	Sibley, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Sibley</p>	A32.3A; A32.3F
55052	Sibley, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Sibley</p>	A32.3A; A32.3F
55521	Siciliano, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Siciliano</p>	
43071	Siddoway, Cambria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cambria Siddoway</p>	A32.3A; A32.3F
40768	Siddoway, Shellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. Though these words were written by someone else, I full-heartedly agree and have chosen to use their words to represent my comment.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
45779	Siebert, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Siebert</p>	A32.3A; A32.3F
45984	Siebert, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Siebert</p>	
48526	Sieczkiewicz, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Sieczkiewicz</p>	A32.3A; A32.3F
39479	Siefert, Roger	If a solution is needed, the gondola seems to me to be the only viable option.	A32.29VV
41419	Siegal, Holtan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holtan Siegal</p>	A32.3A; A32.3F
44603	Sieleman, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Sieleman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44970	Sielski, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Sielski</p>	A32.3A; A32.3F
44282	Siemer, Colten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colten Siemer</p>	A32.3A; A32.3F
48947	Siepmann, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Siepmann</p>	A32.3A; A32.3F
48390	Sierra, Santiago	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Santiago Sierra</p>	
42397	Sierzega, Dominik	<p>No gondola. It's ridiculous. It definitely won't solve car congestion in the canyons - all it'll do is pack the actual resorts with more folks - aka longer ski resort lines. Only winner would be for profit organizations.</p> <p>How about try a simple solution: a better bus system. Incentivize people to take the bus. Less buses during odd/off hours (mon-thurs between 1030 and 2). More buses on weekends at more convenient times.</p> <p>Also - since this is (or should be for the public) - maybe actually listen to what they are saying? Majority is against the gondola.</p>	A32.29VV
52698	Sierzega, Dominik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominik Sierzega</p>	A32.3A; A32.3F
46370	Sievers, Mara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mara Sievers</p>	A32.3A; A32.3F
46829	sieverts, Cami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cami sieverts</p>	
41583	Sieverts, Kimberlee	<p>I am a longtime resident of Sandy, UT. I live near little cottonwood canyon and love the peace and serenity it brings. I feel strongly that a gondola will harm the beautiful wildlife, nature, and water that we enjoy. We need to protect our precious natural resources. I know that powerful people could benefit from this but once nature is gone it is gone forever. Please don't let money get in the way of our beautiful canyon. Thank you!</p>	A32.29VV
41580	Sieverts, Matt	<p>The gondola and extra lanes violate UT's roadless rule. It's a preservation law.</p> <p>It is over a half a billion of taxpayer money to benefit two businesses.</p> <p>It'll limit rock climbing and other recreation.</p> <p>It will displace wildlife.</p> <p>It could harm our watershed.</p> <p>It's a bad [REDACTED] idea and a lot of money for just two ski resorts.</p>	A32.3A
41039	Sieverts, Megan	<p>I am against extra lanes, the gondola, and trains. It is ridiculous.</p> <ol style="list-style-type: none"> 1. Having tax payers pay so much money to benefit two businesses is shameful. 2. Ruining other sports, like rock climbing, to benefit a sport that the majority of the residents in the state do not do is shameful and socially unjust. 3. Ruining our natural areas for profit is shameful. 4. Disregarding the roadless rule is shameful. 5. Endangering our watershed is shameful. <p>This has been a greed driven agenda. Utah does not want this at all.</p>	A32.3A; A32,3F
46614	Sigafos, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica Sigafos</p>	A32.3A; A32.3F
49420	Sigel, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Erica Sigel	
44454	Sigg, Brydie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brydie Sigg</p>	A32.3A; A32.3F
49344	Sigmon, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Sigmon</p>	A32.3A; A32.3F
48535	Sigourney, Brita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brita Sigourney</p>	A32.3A; A32.3F
54291	Sikochi, Hilary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilary Sikochi</p>	
43179	Silberman, Hilary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hilary Silberman</p>	A32.3A; A32.3F
41010	Silberman, Hilary	<p>I am writing to express my opposition to the gondola. The gondola will benefit only the ski resorts . It will have a negative impact on the environment, wildlife, and other recreational user groups.</p> <p>Concerns include;</p> <ul style="list-style-type: none"> -Access to climbing areas will be compromised during years of construction. • -Destruction and/or removal of irreplaceable and historic world-class climbing and views. • -Not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front. <p>Thank you</p>	A32.29VV
47599	Silberman, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Silberman</p>	A32.3A; A32.3F
52335	Sills-Trausch, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Sills-Trausch</p>	
42771	Silva, Angelina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelina Silva</p>	A32.3A; A32.3F
43927	Silva, Clayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clayton Silva</p>	A32.3A; A32.3F
40496	Silva, Clayton	<p>I am against the gondola. As a longtime bus rider, buses work totally fine to get lots of people to the canyons. An expansion of that service would do wonders. They are clean and quick. Restore full bus service and tweak rules to prevent single capacity cars in winter and you are well on your way. The expensive and destructive gondola is a bad idea!</p>	A32.29VV
43804	Silva, Diego	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diego Silva</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42310	Silva, Holly	<p>I would like to see both a gondola system and toll booths implemented for Little Cottonwood Canyon transit as a means of reducing all the pollution and traffic that is becoming worse with each passing year. I feel that the gondola would have much less of an environmental impact & carbon footprint than any proposed ski bus or rail system. Toll booths would cut down on needless traffic while also funding future environmentally friendly projects across the Wasatch Back & Front. The gondola and toll booths can be implemented year-round & I feel that neither would be detrimental to any ski resort based revenue. Gondolas are the most environmentally responsible solution for both vehicular traffic control and conservation of the Wasatch ecosystem. Both the gondola and toll booth projects would have very little impact to the Wasatch water shed, the air quality of the Wasatch & Salt Lake Valley, as well as being more beneficial for the flora and fauna throughout the entire Wasatch range than any proposed bus or rail system. I feel that most of the arguments being made against implementing a gondola system are being made from real-estate and commercial developers perspective and do not reflect a genuine nor fully educated concern for the environment along the Wasatch Range & Salt Lake Valley. As a native life-long Utah resident, I have witnessed over air quality becoming worse as our Utahn population continues to grow. I would rather see an environmentally responsible transportation system implemented over any commercial or real-estate interests, for my health's sake as well as that of future generations.</p>	A32.29VV
54242	Silva, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Silva</p>	A32.3A; A32.3F
49439	Silva, Joey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joey Silva</p>	A32.3A; A32.3F
42842	Silva, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Silva</p>	A32.3A; A32.3F
48643	Silva, Katie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Silva</p>	
51459	silva, lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lauren silva</p>	A32.3A; A32.3F
42669	Silva, Odette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Odette Silva</p>	A32.3A; A32.3F
45688	Silva, Shidasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Shidasha Silva	
44148	Silva, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Silva</p>	A32.3A; A32.3F
46738	Silver, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Silver</p>	A32.3A; A32.3F
44442	Silverman, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Silverman</p>	A32.3A; A32.3F
42903	Silvers, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Silvers</p>	
39749	silvers, scott	<p>No Gondola.</p> <p>Thank you.</p>	A32.29VV
40339	Silverstein, Trevor	<p>We should select a travel improvement option that does not degrade the Roadless Areas in LCC. It is our duty to preserve these roadless areas for future generations. By focusing our energy on enhanced bus service, we can both meet the travel needs of current inhabitants while preserving the natural state of these amazing areas.</p> <p>I do not want to see gondola development in the roadless areas of LCC.</p>	A32.3A
56364	Silverstone, Rachel	<p>The gondola proposed for LCC is too expensive, too invasive (on watershed and against the roadless rule), and not what the majority of Utah wants. Please, I beg that you reconsider the alternatives of public transit lanes, carpool incentives, and reserved parking.</p> <p>Sincerely, A concerned and lifelong Utahn - Rachel</p>	A32.29VV
52038	Silverstone, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Silverstone</p>	A32.3A; A32.3F
54786	Sim, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Sim</p>	A32.3A; A32.3F
41812	Simard, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Simard</p>	
42806	Simenz, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Simenz</p>	A32.3A; A32.3F
52237	Simm, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Simm</p>	A32.3A; A32.3F
48041	Simmons, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Simmons</p>	A32.3A; A32.3F
47952	Simmons, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Simmons</p>	
52344	Simmons, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Simmons</p>	A32.3A; A32.3F
43213	simmons, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica simmons</p>	A32.3A; A32.3F
54872	Simmons, Les	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Les Simmons	
54048	Simmons, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Simmons</p>	A32.3A; A32.3F
54294	Simmons, Philip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Philip Simmons</p>	A32.3A; A32.3F
47887	Simmons, Skyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skyler Simmons</p>	A32.3A; A32.3F
40328	Simon, Eric	No gondola. The reasons are numerous.	A32.29VV
39492	Simon, Marcus	I'm against the gondola option. It is an eye sore and will ruin the wild beauty of Little Cottonwood Canyon.	A32.29VV
44489	Simonds, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Simonds</p>	
51057	Simons, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Simons</p>	A32.3A; A32.3F
50635	Simons, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Simons</p>	A32.3A; A32.3F
54602	Simons, Dov	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dov Simons</p>	A32.3A; A32.3F
48751	Simons, Jace	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jace Simons</p>	
45839	Simons, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Simons</p>	A32.3A; A32.3F
44147	Simons, Thyse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thyse Simons</p>	A32.3A; A32.3F
44110	simons, tierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, tierra simons</p>	
55983	Simons-Kraan, Kimberly	<p>In event my comment does not get thru the online survey site:</p> <p>UDOT, what can we say that has not already been said in your failure to ignore public opposition, and your agencies obligation to serve the greater public good, with your proposed EIS gondola solution?! Public is through with your antics and wasting substantial amounts of public funds on this matter. Your inaction to respond responsibly to public in this matter speaks volumes of your willingness to abuse public funding for private interest and developer pet projects.</p> <p>Let's get right back to the basics of what, or whom, set your EIS into motion: To reiterate, and set facts straight, nothing in your EIS proposal/solution will reduce traffic in the LLC canyon road (SR210), per your own presented disclosures under Federal title 23, you cannot: limit traffic, nor close the canyon road, except in event of avalanche control, incident, or inclement weather. Your EIS statement, per your written presentation serves to "increase capacity" in the LLC canyon. So, your entire EIS proposal, and more specifically the gondola solution, is merely a smokescreen to appease the whims of private interest and developers pushing to construct a gondola in LLC, and more to the point, using public funding to do so for their private profit. Let's review the players, and who really benefits from the construction of a gondola: Wayne Neiderhauser(former state senator who helped set in pace the legislative process and framework for the EIS project), his sidekick Chris Mccandless(former Sandy city council member, Neiderhauser's development partner). Both developers stand to directly benefit and profit from a gondola station located at their proposed commercial development on the former LaCalli property, and the ski resorts, Snowbird & Alta resorts (both will benefit by the increased patronage, but something needed to be set in place fore the gondola was a sure bet). Recalling, the wife of Snowbird's current CEO, Melissa Fields taking one for the team, in conveniently taking a seat on Cottonwood Heights Parks & Recs committee, then pushing aggressively to get 11 acres necessary to run the gondola over the SR210 road rezoned from it's residential zoning status, otherwise this project would have been dead in the water. Snowbird also now owns the property where the gondola will be based, under a fictitious LLC. The resorts would not have purchased the land from developers had it not been a sure things. Fields solicited public for donations under the veil of 'saving this 11 acre parcel as preserved open space', and got the city of Cottonwood Heights indebted for the larger remainder of the balance necessary to purchase the land. (*this parcel was a key part of the planned commercial development, and got on the radar when developers recognized a gondola was not going to be permitted under R zoning parcel to run over top of residential property across the state road). UDOT, in less than a week from the land purchase by city of Cottonwood Heights, rolled out a cog rail station design on this very parcel, then when called out on it, you back paddled demanding you had no clue of the properties status now designated as open space, despite the fact that UDOT has had this area under its microscope for years into this EIS process. Other fringe private party interests in the gondola will undoubtedly realize fiscal benefit. And, of course back to you, UDOT. UDOT's agency will see huge monetary benefit, based on the bloated EIS costs projections – this project is nothing more than a secured big ole paycheck to UDOT - your role and actions here are unconscionable. Those are the ONLY benefactors of UDOT's entire EIS proposals. The public will not benefit, the public will have to pay to ride the gondola. The public will have to pay for its maintenance and upkeep into perpetuity. Again, the gondola serves no other purpose than to exploit use of public funds for private interest. The gondola is nothing more than a Disney caliber novelty ride, which upon riding once folks will quickly learn it's easier just drive their cars up the canyon road, and forgo the cumbersome, time consuming logistical nightmare necessary just to get aboard it, let alone add to this the compounded logistics of those traveling with young children, families, luggage, and/or ski gear in tow.</p> <p>Let's review safety concerns brought to UDOT by public, still unanswered: The gondola will NOT run during avalanche control, inclement or severe weather, high</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>winds, ice storms, power outages, and it certainly not operate when inter-lodge is in effect at the resorts, something UDOT has down-played in this process. UDOT has failed in its years of shoving this proposal into publics face to address any of these realistic safety concerns herein; no data, no studies, other than their own self-governing, scripted narrative that somehow reaches acclaimed factual status without any independent review whatsoever. That is the inherent problem in a state that provides too much authority to any singular agency, the result is no accountability. Moving on, and adding to those natural, or other unexpected induced conditions that would pre-empt a gondolas operations, UDOT has failed to address public safety issues that present from more of a human nature, example: those who hot-box a cab with cannabis with others/children aboard in the same cab, or drunks who inadvertently crash thru a cab window and fall to the ground(yes, that has happened), or the couple who chose to publically sex it up, or those traveling with covid, or other illness, knowingly or not, spreading it to others, or other verbal/physical altercations that may occur within that +37 minute ride? UDOT, what's your policy on riding the gondola with a gun or weapon, or drugs, or alcohol? Crickets. UDOT, have you even noticed under riding currents in our society, public is pretty unhinged lately, skiers and tourists are no exception. Udot, how are you addressing these realistic human-triggered public safety concerns? You haven't because your agency builds roads, and this level of public safety concern, and public security risks, are well outside your spectrum of duties as Department of Transportation; it's well outside your agencies ability, or capacity, to even consider these public safety concerns, so therefore it has not been included within your EIS. So, who is responsible for public safety and security risks assessments? I have yet to see Utah's Department of Public Safety come to the table to discuss any of these human-triggered, or security risks issues, either. It's all out of sight out of mind, as UDOT, your agency and the gondola proponents' advocate aggressively for a cheery & safe "disney' experience. But, the reality can be otherwise, and you've failed to acknowledge that aspect of public's safety when boarding for a ride. If the intention with constructing a gondola is for Snowbird to contend as an Olympic venue, then how will you create policy that mitigates risks factors to public when some deranged fanatic decides to hijack a cab for political purpose during such a high profile event? Airlines face these, and a slew of other public safety issues, and have created strict polices accordingly when boarding their planes. Train rail, Ferries, and Busses have similar rider policies. UDOT, you, on the other hand, have not once addressed, or presented any inkling of consideration to such public safety policies or security risk management, in all your years of efforts to shove this gondola project forward; Rather you have demonstrated total disregard to public safety on this aspect, because money in pocket over public good IS your policy.</p> <p>To recap, as to whom will benefit from construction of a gondola, the greater public WILL NOT BENEFIT from a gondola constructed within LCC. As others have become WOKE to your EIS BS, UDOT, I too will demand your agency by meticulously audited for what appears corruptive cronyism relationships, and for your actions in steering this entire EIS process to meet developers private interest objectives. You have more to answer to than not, UDOT.</p> <p>My city, [REDACTED], has hereby taken a stance in opposition to construction of a gondola, and I stand with them, echoing their sentiment as follows,</p> <p>"City of Cottonwood Heights stands firmly against the 22 towers of the gondola project, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" is to infer that the area be kept natural, towers for the purpose of transportation should fall within the category of a "road facility".</p> <p>As a community resident, who will be effected by this project, we wish to see UDOT's screening which measures polluting affect be based on non-diesel (electric or natural gas) buses, which is the transit of the future, when comparing the gondola to bus service. Right now UDOT FEIS is based on metrics</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>utilizing diesel-only/14 year old buses. By the time the gondola would be built, closer to 2050, with all the federal incentives for non-polluting transit, electric buses will be even more technologically advanced than they are now. Proterra bus manufacturer has proved electric bus worthiness for steep canyon highways in recent years.”</p> <p>UDOT, we’ve all grown tired of your self-assessments in this EIS process. You’re obvious willingness to provide independent developers an avenue to exploit public funds is shameful at best, but more suspect as criminal, and abuse of public tax dollars for private profit gains.</p> <p>You are legally bound to creating NO ROADS in the environmentally sensitive areas accessing the tower locations your inept engineers selected, and that failure is on your agency, you obviously failed to recognize this requirement before blindly adopting private developers gondola construction whims as you EIS mainstay. Now, I suspect, your musings will have you attempting to circumvent, or write-in exemptions from these very requirements.</p> <p>Let’s continue,</p> <p>Above all, let get back to facts, fact you present to public. Your agency insistently touts the gondola will reduce emissions, yet your agency has failed to provide logical, statistical data, nor have you produced any other realistic studies supporting such claims. Fact, adding 5 more lanes to current 2 lanes of Wasatch/SR210, and construction of a mega-2500-vehicle parking structure will induce demand of vehicles in the area, thereby INCREASING auto emissions, and resulting pollution. You’re creating more traffic problems than your gondola will ever solve. To make matters worse, you have intentionally diluted the data with false claim stating a gondola will “reduced emissions” within LCC. You do so by measuring emissions against the increased canyon capacity, using total persons traveling into/out of LCC combing the numbers of gondola riders + vehicles to present a lowered ratio. Your logic is deliberately flawed to sell the gondola as a sustainable solution. Isolated, and presented as an alternative replacement transportation module for other emissions producing transportation systems, a gondola can be considered sustainable, I won’t argue that. But, in the context of the EIS, and your claims, as you present, it is an additional transportation system, not a replacement system. Therefore the rate of vehicles in the LCC canyon will not change. The LCC canyon will have the same flow rate capacity as prior, and will produce the same amount of % emissions pollutants as prior. In using your illogic, the per capita % of emissions will present as a lowered % based upon being measured against the increased total number of persons in the canyon; therein you are merely twisting data and facts, and artificially reducing that % of emissions based on calculating the % of emissions against total number of persons in the canyon (regardless of how they are transported, whether by car/gondola). The fact remains that you have not actually decreased % emissions pollutant levels at all from vehicle emissions within the canyon. Regardless of total number of persons entering/existing the canyon the number of vehicles in the canyon does not change in the equation, and per your own admission in the EIS study, you are not reducing total # of vehicles driving in/out the LCC canyon, therefore again % pollutants from emissions simply does not change. To abuse statistical data in this manner, as you have, and present the gondola as serving some sustainable form of public good in reducing emissions in LCC is not only an unrealistic false claim, it is unethical. To put this simply, to those reading, including yourselves, who are not comprehending how you, UDOT, are abusing statically data to sell public on the gondola, here is a simplistic antidote: If it rains 1” per hour, that does not change whether 100 people are standing outside or 1000 persons are standing outside, it is still raining 1” per hour. So, please cease with the BS to public on the environmental claims of a gondola reducing % emissions in LCC. The amount of BS in your EIS study is astounding. Your EIS expressly states the gondola will not decrease, nor limit traffic in the LLC canyon, and further, you expressly state that the entire EIS study is designed to “increase” capacity in the canyon. That is done for benefit of DEVELOPERS, AND PRIVATE SKI RESORTS TO MAXIMIZE THEIR PROFITS, BY INCREASING CAPACITY IN THE CANYON, YOU INCREASE PATRONAGE FOR THESE PRIVATE ENTITY COMMERCIAL ENTERPRISES, and UDOT reminder, that you’re abusing use of public tax dollars in this process to assist in</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>private businesses to increase their profit margins. Increasing profits for private commercial businesses, developers, and ski resorts is NOT A MATTER of PUBLIC SAFETY. The private interest have been steering UDOT to use public funding to realize their own profits, and you are hook, line, and sinker caught in their scam. SHAME ON YOU, UDOT, for acting on behalf of private interest over the welfare of public safety and public good, the one responsibility your public agency is taxed with. Your agency has lost much credibility in public eye as you entwined yourself with private interest and developers to meet those private agendas, not PULBIC needs.</p> <p>The only course(s) of action you, UDOT, should be taking in respect to PUBLIC SAFETY on your state road SR210 into LLC, and the Wasatch Blvd section through Cottonwood Heights is:</p> <ol style="list-style-type: none"> 1. DO Increase Traction Law Mandates to demand on vehicles entering SR210/LLC to be equipped with a min. snow tire designation of type "3-peak mountain/snowflake", remove the M+S tire as an acceptable snow tire in the canyons where winter conditions are extreme, 2. DO Provide check-point management at the LLC canyon mouth, and stop allowing cars into the canyon that are ill-equipped for conditions that present. Your agency has been removing(temporarily lifting) traction law restrictions every winter, at its whim, and allowing ill-equipped vehicles into the canyon during short moments of clear weather, KNOWING that later in the day there are severe weather events scheduled – to send ill-equipped, unsuspecting drivers into LCC under this premise is a blatantly NEGLIGENT act on behalf of your agency, 3. DO Construct long overdue SNOWSHEDS at key locations along the SR210 LLC canyon road, to create safer roads for public to travel. This was your first course of action over 50 years ago, 4. DO Work with UTA to increase a network/system of smaller flexible public transit busses, that are powered by electric or hybrid cleaner fuels. Create networks that have fast-track busses with access points from all over the valley, 5. DO Maintain the valley corridor section of SR210 as a scenic byway, from mouth of LCC through Cottonwood Heights city to SR190, as 2 lanes. There is no logical reason to widen this section of road, and invite/increase traffic, vehicle emissions, and degrade safety along this heavily cycled corridor, 6. DO Provide ski traffic management along SR210 when both LLC and BCC are closed due to avalanche control, and get those vehicles waiting for canyon road openings to park along the shoulder, and not in the drive lanes. 7. DO NOT use public funds to construct a large parking garage in a residential area, thereby inducing more vehicles to descend upon an already impacted residential area; in doing so it creates more traffic congestion, diminishes road safety, and causes pollution from increased emissions. <p>It's time, UDOT, to take accountability and responsibility for your actions in respect to the EIS, and your far-fetched gondola solution. Time to go back to the drawing board, and let public rather than private interest steer decision making, that is relevant to public good, pubic interest, and above all public safety.</p> <p>?????▲??</p> <p>Regards, Kimberly Kraan</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>-- shesk8@att.net</p> <hr/> <p>On Monday, April 17, 2023 at 08:03:51 AM MDT, Little Cottonwood EIS Project Team <littlecottonwoodeis@utah.gov> wrote:</p> <p>Can't read or see images? View this email in a browser</p> <p>Public Comment Period For Supplemental Information Reports</p> <p>Closes April 18 at 11:59pm MST Comments on the reports will be published and addressed in the Record of Decision Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>As many of you are aware, the Utah Department of Transportation (UDOT) released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon in August of 2022 and held a public comment period, with the project team receiving over 13,000 comments.</p> <p>As a result of the comments received, the project team determined additional analysis was warranted regarding the impacts of the Final EIS alternatives to Inventoried Roadless Areas under the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) and, in general, the RACR prohibits road construction, road reconstruction, and timber harvesting (cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>Also following publication of the Final EIS, the Federal Highway Administration (FHWA) requested that UDOT complete additional air quality analysis. In particular, FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet.</p> <p>As a result of public and agency input, UDOT has issued two supplemental information reports to evaluate applicability of the RACR and the potential impacts to IRAs and for additional air quality analysis.</p> <p>The public review and comment period for the supplemental information reports is open until April 18, 2023 at 11:59pm MST and the project team is accepting comments on the analysis contained in these reports. Formal comments can be mailed or submitted through the project website, email, voicemail, and text messages. This information is listed on the Contact section of the website.</p> <p>Please note that as the public had the opportunity to comment on the entire Final EIS, comments received in this comment period that are unrelated to the supplemental information reports will not be addressed in the Record of Decision (ROD). View Reports Submit Comment</p> <p>Agency Coordination Some of the elements in the alternatives evaluated in the Final EIS are located on National Forest System lands managed by the Uinta-Wasatch-Cache</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>National Forest under the 2003 Revised Wasatch-Cache Forest Plan. A Forest Service decision may be required pending the FHWA's determination of what, if any, National Forest System lands needed for the selected alternative may be appropriated under their authorities (23 USC 317). Appropriation of National Forest System lands by the FHWA would be a non-exclusive easement for highway use, with the Forest Service retaining jurisdiction over all other uses.</p> <p>The Forest Service decision would be to authorize UDOT's use of National Forest System lands for the selected alternative, as analyzed in the Final EIS, and may also include a Forest Plan amendment if the proposed use is inconsistent with the Forest Plan. A Forest Service ROD, if necessary, would be based on the Final EIS and supplemental information reports, and would be issued after UDOT's ROD is published. The Forest Service ROD would be subject to the Forest Service project-level objection process (36 CFR 218).</p> <p>Final EIS Information Due to the amount of public interest in the Little Cottonwood EIS, many sources are sharing project information and data with varying degrees of accuracy. Please see the tables below for the most current and accurate information directly summarized from the Final EIS regarding the alternatives being considered. View All Final EIS Materials</p> <p>EIS Process & Schedule It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum. The NEPA public comment process is not a vote, but rather an opportunity for UDOT to field concerns, suggestions or criticism for a project's purpose and need, alternatives, and to evaluate whether additional engineering or environmental analysis is needed, as well as the mitigation measures proposed to minimize environmental impacts.</p> <p>The public comment periods and input received throughout the EIS process provide opportunities for UDOT to improve the study documentation and make sure it's thorough, accurate, and complete. UDOT's final decision will consider how the alternative best meets the project purpose as well as an alternative's environmental impacts. View Final EIS Comments</p> <p>Informational Videos Watch Part 1 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred alternative and proposed phased implementation.</p> <p>Watch Part 2 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred sub-alternatives.</p> <p>View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.</p> <p>Connect with us.</p> <p>Website Email Facebook Twitter Instagram The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.</p> <p>This email was sent by littlecottonwoodeis@utah.gov to shesk8@att.net</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Not interested? Unsubscribe Manage Preference Update profile HDR Kansas,United States,</p>	
47712	Simovski, Viktor	<p>To whom it may concern,</p> <p>As constituent in the state of Utah and Salt Lake City, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Viktor Simovski</p>	A32.3A; A32.3F
42683	Simpson, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Simpson</p>	A32.3A; A32.3F
48022	Simpson, Brandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandi Simpson</p>	A32.3A; A32.3F
50716	Simpson, Lishelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lishelle Simpson</p>	
48958	simpson, maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maddie simpson</p>	A32.3A; A32.3F
48811	Simpson, Scott	<p>To whom it may concern,</p> <p>As a past & present user of LCC area, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Simpson</p>	A32.3A; A32.3F
49916	Simpson, Zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Zoe Simpson</p>	
41395	sims, Kennedy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kennedy sims</p>	A32.3A; A32.3F
53376	Sinclair, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Sinclair</p>	A32.3A; A32.3F
45373	Sincock, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Sincock</p>	A32.3A; A32.3F
50433	Sine, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Sine</p>	
51622	Singer, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Singer</p>	A32.3A; A32.3F
52294	Singer, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Singer</p>	A32.3A; A32.3F
56121	Singer, Shandiin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shandiin Singer</p>	A32.3A; A32.3F
41142	SINGH, RIJUTA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, RIJUTA SINGH</p>	
46121	Singleton, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Singleton</p>	A32.3A; A32.3F
52508	Singleton, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie Singleton</p>	A32.3A; A32.3F
51912	Singleton, Shimmery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shimmery Singleton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55624	Sinn, Rafael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rafael Sinn</p>	A32.3A; A32.3F
52642	Sintz, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Sintz</p>	A32.3A; A32.3F
41589	Sirera, Madilyn	PLEASE do not destroy this beautiful, wild, natural place for construction of a gondola! It won't solve the traffic issue, is inconvenient, and impractical	A32.29VV
52904	Sisson, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Sisson</p>	A32.3A; A32.3F
41372	Sisson, Stella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stella Sisson</p>	
44228	Sitt, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Sitt</p>	A32.3A; A32.3F
53696	Siu, Sunny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sunny Siu</p>	A32.3A; A32.3F
55399	Sizzle, Tonya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tonya Sizzle</p>	A32.3A; A32.3F
44089	Sjoblom, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Sjoblom</p>	
53552	Sjoblom, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Sjoblom</p>	A32.3A; A32.3F
47718	Sjoldal, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Sjoldal</p>	A32.3A; A32.3F
43158	Skabelund, Essen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Essen Skabelund</p>	A32.3A; A32.3F
48362	Skalla, Brynne	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynne Skalla</p>	
43521	Skarsten, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Skarsten</p>	A32.3A; A32.3F
46903	Skay, Raychel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raychel Skay</p>	A32.3A; A32.3F
50742	Skedros, Gregory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Gregory Skedros</p>	
50612	Skedros, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Skedros</p>	A32.3A; A32.3F
43967	Skeen, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Skeen</p>	A32.3A; A32.3F
54734	skene, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney skene</p>	A32.3A; A32.3F
51030	Skidmore, Kerriane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kerrienne Skidmore</p>	
44259	Skidmore, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Skidmore</p>	A32.3A; A32.3F
40686	Skinlo, Jacksen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacksen Skinlo</p>	A32.3A; A32.3F
43535	skinner, tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, tyler skinner</p>	A32.3A; A32.3F
53374	Skirvin, McKelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKelle Skirvin</p>	
51717	Sklar, Etta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Etta Sklar</p>	A32.3A; A32.3F
46820	Skliar, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Skliar</p>	A32.3A; A32.3F
41413	Skoe, Teal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teal Skoe</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47507	Skoke, Jarod	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jarod Skoke</p>	A32.3A; A32.3F
55518	Skolnik, Darren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darren Skolnik</p>	A32.3A; A32.3F
44496	Skopak, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Skopak</p>	A32.3A; A32.3F
43062	Skorut, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Skorut</p>	
44459	Skousen, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Skousen</p>	A32.3A; A32.3F
51718	Skousen, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Skousen</p>	A32.3A; A32.3F
43909	Skrable, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Skrable</p>	A32.3A; A32.3F
45159	sky, Jed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jed sky</p>	
55561	Slack, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Slack</p>	A32.3A; A32.3F
43545	Sladden, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Sladden</p>	A32.3A; A32.3F
55994	Slama-Catron, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Slama-Catron</p>	A32.3A; A32.3F
56116	Slatcoff, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Slatcoff</p>	
56108	Slatcoff, Garritt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garritt Slatcoff</p>	A32.3A; A32.3F
56117	Slatcoff, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Slatcoff</p>	A32.3A; A32.3F
44144	Slattery, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ryan Slattery	
43244	Slaugh, Annica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annica Slaugh</p>	A32.3A; A32.3F
48591	Slemboski, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Slemboski</p>	A32.3A; A32.3F
56199	Sletta, alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alex Sletta</p>	A32.3A; A32.3F
44118	Slicer, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Slicer</p>	
53086	Slighting, Markell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Markell Slighting</p>	A32.3A; A32.3F
55258	Slikker, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Slikker</p>	A32.3A; A32.3F
54173	Slinker, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Slinker</p>	A32.3A; A32.3F
47963	Sliwinski, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it could make it worse for all but the select resort users who can afford a ticket. It will put more people in the canyon without improving transit and without studying how</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>many daily visitors the canyon can handle. It will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed (in the midst of an already historic draught), destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. It is claimed that the gondola is the "environmental solution", but in reality, the project will leave an unimaginable ecological footprint.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Sliwinski</p>	
40411	Sloan, Eden	<p>I am against building a gondola in Little Cottonwood Canyon. It will destroy the untouched beauty of the canyon. How undeveloped Little Cottonwood is what makes it unique and is a big reason why we all love it. The gondola will also do little to fix the current traffic issues. We need a different solution like more buses on the roads we already have. Not a hideous gondola ruining our beautiful canyon. The Cottonwood canyons are for so much more than resort skiing and we shouldn't destroy the canyon for the sake of this one sport.</p>	A32.29VV
52244	Sloan, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Sloan</p>	A32.3A; A32.3F
45681	Sloan, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Sloan</p>	A32.3A; A32.3F
55764	Smaldone, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Smaldone</p>	
44347	Smaldone, Kaleia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleia Smaldone</p>	A32.3A; A32.3F
55671	Smaldone, Sonia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sonia Smaldone</p>	A32.3A; A32.3F
39713	Small, Miranda	<p>The proposed plan is in direct violation of 3 major designated Roadless Areas. This cannot be allowed. Policies and protections are put in place to prevent anything that may detract from the landscape, and that includes gondola towers and the accompanying structures. These designations cannot be bent to suit the wills of those who will profit from it - the purpose is to protect the LAND from all potential harm. Can we say that these towers will not harm the landscape in a similiar way to a road? Which are prohibited in the same areas the towers would be built? Following logic, these towers are not only prohibited, they go against the desires of the people.</p> <p>Please review the following from Save Our Canyons: 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding but, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>This does not even begin to address the crowding issue at the ski resorts as is. I had the pleasure of a quiet day at Brighton this past Sunday, and it was the most fun day all season, even though it was a rare day without fresh powder. Please protect the expereince of the skiers, rather than pouring more people in to the slopes. We will have more safety incidents if crowding continues to increase.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39462	Small, Miranda	We as a community who love the Wasatch are BEGGING you to preserve it. Not capitalize on it. We who love skiing in the winter are begging you not to send boards of more people onto our already crowded, beloved mountain, sacrificing the experience and the safety of it all, simply to make more money. We who love the boulders along the road are begging you not to destroy their beauty that challenges us to be better and worthy of climbing them. We who love hiking the trails that cover the summits and valleys are begging that you HELP us maintain the wild spaces that we strive to leave no trace in. The Gondola option goes against the heart and soul of all who love these mountains, and speaks only to those who wish to profit from them. This is an irreversible, monumental decision to be made, and the country is watching to see if Utah is going to back our wild spaces or further line the pocket books of millionaires. I am hopeful yet, that those making decisions will choose to listen to the populace who vehemently oppose the gondola, rather than the select few who are pushing the gondola. Thank you for considering the future of the Wasatch and her wild beauty.	A32.29VV
43548	Small, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Small</p>	A32.3A; A32.3F
52431	Smallen, Billy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Billy Smallen</p>	A32.3A; A32.3F
54880	Smalley, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Smalley</p>	A32.3A; A32.3F
52198	Smallpage, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Smallpage</p>	
40755	Smaracko, Reed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reed Smaracko</p>	A32.3A; A32.3F
43193	Smariga, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Smariga</p>	A32.3A; A32.3F
48162	Smart, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Smart</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48191	Smart, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton Smart</p>	A32.3A; A32.3F
54424	Smart, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Smart</p>	A32.3A; A32.3F
49158	Smart, Kaylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylie Smart</p>	A32.3A; A32.3F
44221	Smart, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Smart</p>	
51617	smart, sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophie smart</p>	A32.3A; A32.3F
46440	Smart, Stacia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacia Smart</p>	A32.3A; A32.3F
50658	Smart, Tiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiana Smart</p>	A32.3A; A32.3F
53792	Smays, Shanty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shanty Smays</p>	
42636	Smedley, Benjamin	<p>To whom it may concern,</p> <p>I OPPOSE THE GONDOLA! HEAR THE WORDS OF THE PEOPLE! Preserve the beauty of Salt Lake County!!!! Take care of the locals! Do not demolish this beautiful canyon for your own financial interests.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Smedley</p>	A32.3A; A32.3F
51865	Smedley, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Smedley</p>	A32.3A; A32.3F
52329	Smedley, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Kaylee Smedley</p>	
42277	smeeding, erin	<p>I do not support an exception to the IRA rules for the construction of a gondola in Little Cottonwood Canyon.</p> <p>The gondola would negatively impact the municipal drinking water source through increased erosion by disturbing IRA soil.</p> <p>Little Cottonwood Canyon is a municipal drinking water source area and a natural treasure that people enjoy and utilize for being wild and unspoiled. A gondola is a huge step in the wrong direction.</p>	A32.3A; A32.3F
52901	Smerek, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Smerek</p>	A32.3A; A32.3F
39840	Smesko, John	<p>Please fix the bus system and don't build the gondola.</p>	A32.29VV
45229	Smink, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Smink</p>	A32.3A; A32.3F
47109	Smit, Olive	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olive Smit</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56343	Smit, Tyler	<p>To whom it may concern,</p> <p>I am for the gondola project!!</p> <p>Regards, Tyler Smit</p>	A32.29VV
44455	Smith, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Smith</p>	A32.3A; A32.3F
45664	smith, adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, adam smith</p>	A32.3A; A32.3F
45153	Smith, Adria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adria Smith</p>	A32.3A; A32.3F
48334	Smith, Aimee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimee Smith</p>	
52094	Smith, Alan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alan Smith</p>	A32.3A; A32.3F
52580	Smith, Alcy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alcy Smith</p>	A32.3A; A32.3F
53177	Smith, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Smith</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43421	Smith, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower-cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Smith</p>	A32.3A; A32.3F
51301	Smith, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Smith</p>	A32.3A; A32.3F
54123	Smith, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Smith</p>	A32.3A; A32.3F
52707	Smith, Atalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Atalee Smith</p>	
44087	Smith, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Smith</p>	A32.3A; A32.3F
43603	Smith, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Additionally, exploring ideas that incentive visitors to use public transportation is definitely worthwhile. We do NOT need a gondola.</p> <p>Regards, Benjamin Smith</p>	A32.3A; A32.3F
44574	Smith, Boston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Boston Smith</p>	A32.3A; A32.3F
42995	Smith, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Smith</p>	
46307	Smith, Brandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandi Smith</p>	A32.3A; A32.3F
41691	Smith, Brett	<p>I am against the gondola. It is atrociously expensive and I am against paying for it as a tax payer when only two Utah resorts benefit. It won't solve the congestion problems caused by avalanche mitigation as the gondola won't run during mitigation, which is widely known. It also isn't known how popular the gondola will be amongst resort skiers, driving is much more convenient versus having to deal with the hassle of finding parking then paying for a gondola ride. Finally, this only serves resort skiers. This has no benefit to the backcountry communities, climbers, hikers, or skiers. As a lifelong Utah resident and avid skier, I am against the wasteful building of this Gondola. This does nothing to help the issue, will be exceptionally expensive, and will change the beauty of LCC.</p>	A32.29VV
46098	smith, Bri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bri smith</p>	A32.3A; A32.3F
47444	Smith, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Smith</p>	
44216	Smith, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Smith</p>	A32.3A; A32.3F
40963	Smith, C	NO!! Vote no to installing a gondola I. little Cottonwood Canyon. Can we not preserve the beauty of the canyon? It will ruin the area.	A32.29VV
43736	Smith, Campbell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Campbell Smith</p>	A32.3A; A32.3F
51172	Smith, Canyon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Canyon Smith</p>	A32.3A; A32.3F
43703	smith, carlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carlie smith</p>	
43578	Smith, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Smith</p>	A32.3A; A32.3F
41658	Smith, Caroline	<p>Stop. Save the canyon. If the bus routes are going to get people up</p> <p>There the same time then why are we going to destroy the canyon with ugly gondola. Preserve the nature please. And where are you going to park on these cars if you have a gondola that will destroy more area.</p>	A32.29VV
44635	Smith, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Smith</p>	A32.3A; A32.3F
41661	Smith, Caroline	<p>save the taxpayers some money. the busing does just the same check boxes as the gondolas and doesn't destroy nature. For once listen to the people who live here, not the out of state people ior the business men that are in it for the profits.</p>	A32.29VV
53590	Smith, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Smith</p>	
45060	Smith, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Smith</p>	A32.3A; A32.3F
50960	Smith, Christie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christie Smith</p>	A32.3A; A32.3F
52089	smith, Daegan	<p>To whom it may concern,</p> <p>█ the gondola and rich █ I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daegan smith</p>	A32.3A; A32.3F
45543	Smith, Dani	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Smith</p>	
55315	Smith, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Smith</p>	A32.3A; A32.3F
43259	smith, davin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, davin smith</p>	A32.3A; A32.3F
45041	Smith, Dayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dayla Smith</p>	
54305	smith, dillon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, dillon smith</p>	A32.3A; A32.3F
41553	Smith, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Smith</p>	A32.3A; A32.3F
43889	Smith, Emme	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emme Smith</p>	A32.3A; A32.3F
46735	Smith, Emmeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmeline Smith</p>	
40612	Smith, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Smith</p>	A32.3A; A32.3F
45000	Smith, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Smith</p>	A32.3A; A32.3F
50217	Smith, Ethan	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The gondola additionally only serves resorts and not the general public.</p> <p>Regards, Ethan Smith</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49507	Smith, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Smith</p>	A32.3A; A32.3F
50101	Smith, Gabriella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriella Smith</p>	A32.3A; A32.3F
39555	Smith, Garth	<p>I am opposed to the gondola. I would recommend the bus system going up Little Cottonwood be improved and a better parking situation be provided at the bottom of the canyon for bus riders to park their cars. I would pay bus drivers a premium who are willing to take the bus route that goes up Little Cottonwood Canyon.</p>	A32.29VV
47539	Smith, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Smith</p>	A32.3A; A32.3F
55044	Smith, George	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, George Smith</p>	
39588	Smith, Gerald	<p>When you consider all of the alternatives for transportation in the Little Cottonwood Canyon there is one clear winner. The gondola will provide fast, safe, and environmentally friendly transport in the Little Cottonwood Canyon. I mention this recently having spent a 4 hour trip down the canyon Rt SR-210 after the road was closed for avalanche mitigation. A gondola could alleviate the avalanche risks of this uniquely steep and precipitation blessed canyon on the Wasatch front. The concern of air pollution and disruption of the environment would certainly be worsened by more bus traffic. This is a national forest area. It is meant for the use of the entire country, not just the Cottonwood Heights community. This communities' dissent for the gondola seems to stem from inflated real estate values which they believe that a gondola base station will somehow devalue. We need to take a lesson from our European brethren in productive mass transit. Europe has multiple mountain towns that are only accessible by train, tram or gondola.</p>	A32.29VV
43572	Smith, Gibson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gibson Smith</p>	A32.3A; A32.3F
43229	Smith, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Smith</p>	A32.3A; A32.3F
48040	Smith, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Grace Smith	
41059	Smith, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Smith</p>	A32.3A; A32.3F
44016	Smith, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Smith</p>	A32.3A; A32.3F
54646	Smith, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Smith</p>	A32.3A; A32.3F
49937	Smith, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Smith</p>	
45911	Smith, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Smith</p>	A32.3A; A32.3F
45092	Smith, Jaclyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaclyn Smith</p>	A32.3A; A32.3F
53547	smith, Jaclyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaclyn smith</p>	A32.3A; A32.3F
47980	Smith, Jae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jae Smith</p>	
40786	Smith, Jaime	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jaime Smith</p>	A32.3A; A32.3F
40097	Smith, James	<p>█ a gondola!</p>	A32.29VV
50223	Smith, Jamisyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamisyn Smith</p>	A32.3A; A32.3F
51164	Smith, Janae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janae Smith</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51991	smith, Jax	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jax smith</p>	A32.3A; A32.3F
44855	Smith, Jennie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennie Smith</p>	A32.3A; A32.3F
54836	Smith, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Smith</p>	A32.3A; A32.3F
46675	smith, jesse	<p>To whom it may concern,</p> <p>Super nice of Patagonia to auto fill a response for me. However, this is from the heart. Work took me away from Park City after being born there in 1996 and living there until 2020. I have gone skiing and have climbed little countless times and it would be devastating to see a hideous gondola destroying a high amount of the beauty in little.</p> <p>This gondola very obviously only supports a very small population of Utah and those wealthy enough to use it. There are far too many low income climbers and skiers who wouldn't be able to even ride the gondola.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Furthermore, you are asking that the people pay for this with taxes? What an absolute joke. Set your priorities straight and help kids go to school, or bring support to communities like Rose Park. There are so many more problems having to do with people's mental health, physical health and safety that you could use taxpayer money for.</p> <p>I can't believe that this gondola would even be a consideration.</p> <p>Don't be ridiculous and preserve the beauty that utah has to offer.</p> <p>Regards, jesse smith</p>	
52653	Smith, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Smith</p>	A32.3A; A32.3F
52342	Smith, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Smith</p>	A32.3A; A32.3F
50061	Smith, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jordan Smith</p>	
44224	Smith, Josette	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josette Smith</p>	A32.3A; A32.3F
45488	Smith, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also would like to continue to point to the blatant corruption and crony capitalism on display at udot. It is obvious someone is getting a kickback, hopefully whoever that is gets caught. I know I'll do my part to hold those in non elected government positions accountable. I will be sure to vote in future elections for those who oppose udots current management, and hope that those who are benefitting from these narrow minded, self centered proposals, lose out in the long run, and again, are held accountable by the public who they claim they "serve".</p> <p>Thank you, and good riddance.</p> <p>Regards, Josh Smith</p>	A32.3A; A32.3F
52134	Smith, Justen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Justen Smith	
42597	Smith, Kaleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleigh Smith</p>	A32.3A; A32.3F
51757	Smith, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Smith</p>	A32.3A; A32.3F
49046	Smith, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Smith</p>	A32.3A; A32.3F
48264	Smith, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Smith</p>	
51949	smith, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie smith</p>	A32.3A; A32.3F
45632	Smith, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Smith</p>	A32.3A; A32.3F
48926	Smith, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Smith</p>	A32.3A; A32.3F
47746	Smith, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzie Smith</p>	
42110	Smith, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Smith</p>	A32.3A; A32.3F
47862	Smith, Kip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kip Smith</p>	A32.3A; A32.3F
54827	Smith, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Smith</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44766	Smith, Kylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylee Smith</p>	A32.3A; A32.3F
43495	Smith, Lance	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lance Smith</p>	A32.3A; A32.3F
48314	Smith, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Smith</p>	A32.3A; A32.3F
48454	Smith, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Smith</p>	
46251	smith, Lucia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucia smith</p>	A32.3A; A32.3F
51474	Smith, Lukas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lukas Smith</p>	A32.3A; A32.3F
53458	Smith, Madeline	<p>To whom it may concern,</p> <p>I do not want a Gondola in Little Cottonwood Canyon on Utah's roadless land.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, mountain biking, backcountry skiing and hiking in the area.</p> <p>I cannot and will not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Smith</p>	A32.3A; A32.3F
53191	Smith, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Smith</p>	
39518	Smith, Marci	<p>Recruit, train and PAY UTA bus drivers a competitive wage to attract needed workers.</p> <p>Increase the number of drivers and buses in Little Cottonwood.</p> <p>Build adequate parking structures below canyon entrances.</p> <p>Provide UTA-funded lockers for those riding the bus.</p> <p>Provide UTA-funded dining areas for those riding the bus.</p> <p>Widen roads as necessary to accommodate increased bus traffic.</p> <p>Install toll booths for cars going up the canyon with fees lower for cars with four or more passengers.</p> <p>The gondola will be an eyesore to our beautiful canyon. The above measures could provide a reasonable alternative to a costly gondola installation.</p>	A32.29VV
51186	Smith, Marci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marci Smith</p>	A32.3A; A32.3F
42684	Smith, Mckell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckell Smith</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46096	Smith, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Smith</p>	A32.3A; A32.3F
47704	Smith, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Smith</p>	A32.3A; A32.3F
48024	Smith, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Smith</p>	A32.3A; A32.3F
54369	Smith, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Smith</p>	
46160	Smith, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Smith</p>	A32.3A; A32.3F
43374	Smith, Myranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myranda Smith</p>	A32.3A; A32.3F
46167	Smith, Mytchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mytchell Smith</p>	A32.3A; A32.3F
52188	Smith, Naomi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Naomi Smith</p>	
49130	smith, natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, natalie smith</p>	A32.3A; A32.3F
56049	Smith, Nik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nik Smith</p>	A32.3A; A32.3F
49432	Smith, Oliver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oliver Smith</p>	A32.3A; A32.3F
49974	smith, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia smith</p>	
40115	Smith, Peter	<p>I oppose the gondola project. It is an eyesore. Construction will damage the environment. Only skiers will use it, and only when they can't drive the canyon. This is boondoggle to benefit the ski industry at taxpayer expense. Use buses.</p>	A32.29VV
54064	Smith, Quincey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quincey Smith</p>	A32.3A; A32.3F
46874	Smith, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Smith</p>	A32.3A; A32.3F
50278	smith, raegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, raegan smith	
45019	Smith, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Smith</p>	A32.3A; A32.3F
53324	Smith, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Smith</p>	A32.3A; A32.3F
49920	Smith, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Smith</p>	A32.3A; A32.3F
40050	Smith, Ryan	Please make the gondola happen!!!	A32.29VV
40547	Smith, Ryan	Let's make the gondola happen! Europe should be the example we look to.	A32.29VV
41314	Smith, Ryan	Submitting my comment to be sure that I am on record stating I am fully AGAINST the proposed gondola in LCC. There are much better solutions that deserve the resources to be explored. NO GONDOLA!	A32.29VV
47313	Smith, Sam	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Smith</p>	
52620	Smith, Sami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sami Smith</p>	A32.3A; A32.3F
51835	Smith, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Smith</p>	A32.3A; A32.3F
54516	Smith, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Savannah Smith	
47035	Smith, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Smith</p>	A32.3A; A32.3F
39403	Smith, Sharon	We shouldn't use tax payers money to build gondola's or to build extra roads to ski area' not owned by the state or county. also limit amount of people to a certain capacity for each resort , and use mass transit to move people.	A32.29VV
50025	smith, sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sophia smith</p>	A32.3A; A32.3F
48994	Smith, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Smith</p>	A32.3A; A32.3F
54257	Smith, Soren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soren Smith</p>	
45166	Smith, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Smith</p>	A32.3A; A32.3F
56338	Smith, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Smith</p>	A32.3A; A32.3F
55287	Smith, Tasia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tasia Smith</p>	A32.3A; A32.3F
45843	Smith, Taylor	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is a seriously terrible proposition, that will waste so much taxpayer money, only to benefit those who run the ski resorts, if that. This taxpayer money needs to be used towards saving the Great Salt Lake and managing watersheds more efficiently. Please, no gondola, for the good of everyone, and our hurting planet.</p> <p>Regards, Taylor Smith</p>	
51247	Smith, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Smith</p>	A32.3A; A32.3F
45379	Smith, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Smith</p>	A32.3A; A32.3F
48304	Smith, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Smith</p>	
50484	Smith, Wynter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wynter Smith</p>	A32.3A; A32.3F
39699	Smith, Yda	<p>I am 100% against the whole idea of this gondola which will provide nothing helpful to the canyon or its visitors in the long run. I am seeing now that the plan includes use of roadless areas that should continue to be protected from development. Please halt this whole idea and work toward protection of our natural environments, not destroying their beauty. As a resident of this fine city, I urge you to protect what it is we love about this area, not fall prey to developers who are just out to make money and excessive development that only diminishes the value of our environment.</p>	A32.3F; A32.3G
46733	Smith, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Smith</p>	A32.3A; A32.3F
50051	Smith, Zack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Zack Smith	
39819	Smith-Clementi, Julie	As this weeks snow reminds us, roads are easily closed. A gondola would allow for more options. Being stuck in the mountain isn't a great option.	A32.29VV
50735	Smock, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anne Smock</p>	A32.3A; A32.3F
54189	Smock, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Smock</p>	A32.3A; A32.3F
40206	Smoger, Lowell	I am wholeheartedly against a gondola in any of our canyons. We can do better than this. We can spend our money better. We can protect our natural places better. We can create solutions that are equitable and not just for the elite who have access to this gondola. Increase bus service to the canyons from all across the valley. We need better bus system and tolling before we even consider a gondola.	A32.29VV
44940	smolka, javin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, javin smolka</p>	A32.3A; A32.3F
44559	smoll, Leona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leona smoll</p>	
39635	Smoot, Brian	<p>I'm strongly against the gondola. It will cost way to much to benefit too few people. This will only benefit these commuters for short periods of time. This high cost for just one canyon doesn't make sense. The visual damage of the 200' tram towers will destroy the beauty of the naturally glacier carved Little Cottonwood Canyon.</p>	A32.29VV
54876	Smoot, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Smoot</p>	A32.3A; A32.3F
50110	Smyk, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Smyk</p>	A32.3A; A32.3F
43960	Smyth, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Brenna Smyth	
56173	snarr, Kaleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaleb snarr</p>	A32.3A; A32.3F
50699	Snarr, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Snarr</p>	A32.3A; A32.3F
53443	Snell, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Snell</p>	A32.3A; A32.3F
55154	Snell, Quincy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quincy Snell</p>	
49442	snider, jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jason snider</p>	A32.3A; A32.3F
52538	Snounou, Amira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amira Snounou</p>	A32.3A; A32.3F
48577	Snow, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Snow</p>	A32.3A; A32.3F
45841	Snow, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Snow</p>	
55947	Snow, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Snow</p>	A32.3A; A32.3F
53087	Snow, Christen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christen Snow</p>	A32.3A; A32.3F
39811	SNOW, CRAIG	AND I'll say it again. I do not support a tram. If two ski resorts want it let them pay for it. NOT my tax dollars	A32.29VV
52141	Snow, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Snow</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51173	Snow, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Snow</p>	A32.3A; A32.3F
47460	Snow, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Snow</p>	A32.3A; A32.3F
50689	Snow, Paris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paris Snow</p>	A32.3A; A32.3F
50339	Snuffer, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Snuffer</p>	
44084	Snuggs, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Snuggs</p>	A32.3A; A32.3F
39322	Snyder, Ashley	<p>I have two comments. First, thank you so much for providing the detailed supplement reports! They go into great detail and are informative on the environmental concerns. My second comment goes back to my primary concern about why the gondola is a bad idea: This is NOT an environmental issue--IT IS A HUMAN ISSUE. If you can tell me FOR CERTAIN that the majority of people who would travel in Little Cottonwood during ski season would actually use the gondola, then I might be less opposed. However, even then, I would still be skeptical because no way are there going to be a lot of families who want to take their children and their skis up on a gondola that will take 55 minutes to travel one way. No way will you get people who in general carry a bunch of personal supplies with them and who are wanting to take all that up on a gondola and carry it for the whole day or have to figure out where to find enough locker space for it at the ski resorts. And what about tourists? Will they even know about the gondola when they come? Many people will travel by car if they come, and I highly doubt that they will choose to leave a car behind so they can sit for 55 minutes on a gondola. My concern is that a gondola would be a HUGE WASTE of money with little to NO environmental benefit because most people will still drive their cars. Expanding buses or any other public transportation changes will likely suffer from the same issue, but at least the buses are cheaper to expand and do not create further environmental upset in the immediate surroundings in Little Cottonwood. ABSOLUTE NO to the gondolas no matter what environmental impact reports show. I am not against the scientific reporting of your supplement writers. I am saying that the primary issue is how humans are and will continue to choose to deal with commuting to the ski resorts in Little Cottonwood.</p> <p>Thank you for reading my comments.</p>	A32.29VV
40956	snyder, Audrey	no gondola please	A32.29VV
49696	Snyder, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Snyder</p>	A32.3A; A32.3F
51583	Snyder, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Snyder</p>	
53343	snyder, lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lacey snyder</p>	A32.3A; A32.3F
44251	Snyder, Madalyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madalyn Snyder</p>	A32.3A; A32.3F
53309	Snyder, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Snyder</p>	A32.3A; A32.3F
43723	Snyder, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Snyder</p>	
47019	Snyder, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Snyder</p>	A32.3A; A32.3F
44587	Snyder, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Snyder</p>	A32.3A; A32.3F
45663	Snyder, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Zachary Snyder	
45211	Sobas, Jenn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenn Sobas</p>	A32.3A; A32.3F
55353	Soberano, Elysse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elysse Soberano</p>	A32.3A; A32.3F
54119	Sobol, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Sobol</p>	A32.3A; A32.3F
42870	Sodano, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Sodano</p>	
43075	soderholm, Gabi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabi soderholm</p>	A32.3A; A32.3F
53787	Soderstrom, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Soderstrom</p>	A32.3A; A32.3F
49404	Soelberg, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Soelberg</p>	A32.3A; A32.3F
40422	Soelberg, Cameron	<p>1. Inventoried Roadless Areas act as buffers for designated wilderness areas. Any incursion into these areas threatens the wilderness space. The narrow nature of this canyon means that the development of any infrastructure in the roadless areas will have a visual or residual impact on the wilderness experience as well as that in the inventoried roadless areas. Construction should not take place within Roadless Areas.</p> <p>2. I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little</p>	A32.3A; A32.3F; A32.3H

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>3. The construction of towers in the canyon will cause irrefutable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity as well as in anticipation of emergency evacuation procedures. Research shows that wire rope systems are not infallible and there will come a time when evacuation will be required.</p>	
53203	soelberg, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia soelberg</p>	A32.3A; A32.3F
40417	Sohm, Mike	<p>The proposed option to construct a gondola up little cottonwood canyon is financially irresponsible, poorly planned, not sustainable and completely disregards access and recreation uses of all demographics other than private resort winter skiers. This UNWANTED option poses to directly benefit private business using public dollars against the public's will. It will serve only those wealthy enough to enjoy an already cost prohibitive sport by making it even more cost prohibitive. A gondola will not relieve the traffic or parking problems that already exist, it will simply shift the bottle neck to the neighborhoods of the east benches of Sandy. A gondola will not provide access to the canyons during avalanche conditions, because the ski resorts regularly impose inter lodge restrictions for the safety of the public. A gondola will further pollute the aesthetic of the canyon, destroy other means of recreating by bulldozing granite boulders in order to build concrete towers and will massively restrict access to the backcountry during construction and beyond. All the while to serve an elite, affluent customer who uses private resorts for 4 months out of the year. There will be no use for a gondola during the summer months. UDOT needs to actually fund the busing system that is in place instead of defunding during peak times of need. Utah wants a better option rather than the UNPREFERRED gondola!</p>	A32.29VV
46295	Soli, Carlotta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlotta Soli</p>	A32.3A; A32.3F
55115	Solis, Rogerio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rogerio Solis	
42062	Solomon, Abbe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbe Solomon</p>	A32.3A; A32.3F
41115	SOLOMON, EDWIN	It is my opinion that a gondola solution for Little Cottonwood Canyon is not viable. Environmental harm the length of the canyon, Aesthetic harm the length of the canyon as well as congestion problems at the base of the canyon all point toward the need for a better, more researched solution. No Gondola!!	A32.29VV
43164	Solomon, Emilie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emilie Solomon</p>	A32.3A; A32.3F
47757	Solomon, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Solomon</p>	A32.3A; A32.3F
55870	Solomon, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Solomon</p>	
43113	Solomon, Winta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Winta Solomon</p>	A32.3A; A32.3F
44974	Solorio, Cheyanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cheyanne Solorio</p>	A32.3A; A32.3F
42029	Solstad, Ryan	<p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>On a practical side, as a skier, this gondola will be painful to use. Park your car, wait for a bus, bus to a base station, wait for a gondola. This is much worse than just parking and riding a bus up. You're foolish to think people will want to ride this, even if it's free and the canyon has a toll.</p>	A32.10G
55828	Soltanolkotabi, Maryam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Maryam Soltanolkotabi</p>	
56327	Soltys, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Soltys</p>	A32.3A; A32.3F
54841	Somers, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Somers</p>	A32.3A; A32.3F
45576	Somers, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Somers</p>	A32.3A; A32.3F
44379	Somerville, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Somerville</p>	
52168	Somerville, Mckenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckenna Somerville</p>	A32.3A; A32.3F
39859	Sommerfeld, Greta	<p>Commenting to say that the gondola does indeed directly violate the Roadless Rule and negatively impact wilderness areas.</p>	A32.3A
48521	Sommerville, Annika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annika Sommerville</p>	A32.3A; A32.3F
48774	Song, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Song</p>	A32.3A; A32.3F
43518	Song, Yang	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yang Song</p>	
40602	Songster, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Songster</p>	A32.3A; A32.3F
41081	Sonne, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Sonne</p>	A32.3A; A32.3F
45064	Sonnega, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Skye Sonnega</p>	
54951	Sonntag, Danelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danelle Sonntag</p>	A32.3A; A32.3F
54116	Sonntag, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Sonntag</p>	A32.3A; A32.3F
46910	Sonty, Karthik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karthik Sonty</p>	A32.3A; A32.3F
49548	Soper, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Soper</p>	
53351	Sopp, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sopp</p>	A32.3A; A32.3F
44577	Sorensen, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Sorensen</p>	A32.3A; A32.3F
40993	Sorensen, Carolyn	<p>Once again, I will submit my comment to Stop the LCC Gondola! You have heard from the citizens, you have heard from the representatives of the local cities and overwhelming they do not want the gondola. It is abhorrently expensive and benefits only a tiny minority and the ski resorts, but puts huge costs on the population.</p> <p>There are solutions to the traffic problems that would be more quickly implemented and more economical - build appropriate parking structures near the canyons with increased reliable bus service. The ski resorts need to set up reservations services - just look at the complete 180 that Park City accomplished this year with their reserved parking and bussing system! 60+ percent of the cars had 4+ people! In conclusion, please look for reasonable alternatives and stop throwing our taxpayer money away on this gondola scheme!</p>	A32.29VV
52485	Sorensen, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Christian Sorensen</p>	
54747	Sorensen, Francesca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Francesca Sorensen</p>	A32.3A; A32.3F
53101	Sorensen, Garret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garret Sorensen</p>	A32.3A; A32.3F
55855	Sorensen, Liz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liz Sorensen</p>	A32.3A; A32.3F
49415	Sorensen, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Sorensen</p>	
46789	Sorensen, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Sorensen</p>	A32.3A; A32.3F
45363	Sorensen, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Sorensen</p>	A32.3A; A32.3F
53923	Sorenson, Emry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emry Sorenson</p>	A32.3A; A32.3F
40586	Sorenson, Eric	<p>I have several concerns with UDOT's proposals regarding their impact on the three designated IRAs. I'll preface those concerns by reiterating that all of UDOT's development proposals grossly contradict the rationale for establishing IRAs, which is to combat "development and urbanization" within IRAs and "to preserve their undeveloped qualities" (Introduction, 2001 Roadless Rule, Federal Register). To shoehorn the UDOT proposals into the 2001 IRA rule takes, at best, an exceptionally narrow interpretation of the rule. The UDOT proposals in fact turn a blind eye to the intent of the 2001 IRA rule and grossly distort exception allowances within the rule.</p>	A32.3A; A32.3F; A32.3I; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Maintaining natural-appearing landscapes with high scenic quality.</p> <p>The three IRAs impacted by UDOTs proposals are the very core of what makes Little Cottonwood Canyon one of the most beautiful canyons on the planet. A characteristic of an IRA described in the 2001 rule includes: "Natural appearing landscapes with high scenic quality" (emphasis added). UDOT's discussion of potential impact in the LCC EIS Roadless Area Assessment is pathetically understated. Absolutely no one who knows and uses the canyon regularly would suggest there's any truth whatsoever to UDOT statements such as, for example, "Gondola Alternative A would not change the high (5) score for the landscape character and integrity roadless value of the overall White Pine IRA." That statement is a flat-out mischaracterization of the proposed development. For UDOT to claim as a statement of record that the IRA-defining characteristic of "natural-appearing landscape with high scenic quality" will "not change" by constructing huge steel towers linked by thick cables transporting large conveyances is completely disingenuous.</p> <p>It's equally deceptive to suggest that only a small percentage of the IRA, whether land or air, is impacted by the proposed developments. The "natural-appearing landscape with high scenic quality" for these three IRAs is not only appreciated within those few acres. It's while hiking, climbing, and skiing within these areas that the high scenic quality is appreciated. And the development will be obtrusively visible from a huge percentage of the total IRA, not just the few acres that are actually developed. Furthermore, a sizable fraction of visitors to the canyon only ever appreciate the beauty of the IRAs from the road. Development of the UDOT proposals, particularly the gondola alternatives, would unarguably mar the high scenic quality from those viewpoints. It's like putting a McDonalds between a Grand Canyon viewing area and the canyon itself and saying that technically, the McDonalds isn't being built within the Grand Canyon.</p> <p>A secondary purpose of the Roadless Area Conservation Rule is to preserve opportunities for "primitive diverse recreation" and "providing solitude and quiet dispersed recreation opportunities." Snowshoeing in a pristine wilderness area while the world's longest gondola rumbles overhead every 3 minutes does fit a reasonable definition of conserving "primitive" or "solitude" opportunities.</p> <p>Road Construction</p> <p>Whether widening the road for an enhanced bus lane or access for an angle station, the proposed road construction is clearly prohibited by the IRA rule. There is no allowance within the rule about what fraction of the IRAs can be encroached by proposed construction, so all references to percentages of the IRA impacted in the UDOT proposal ("0.22% of the Twin Peaks IRA") are deceptive. In fact, the frequent references to small fractions of the IRAs impacted are ironically highlighted in very sharp contrast by a few lines in the announcement of the 2001 rule from the chief of the US Forest Service:</p> <p>"Is it worth one-quarter of 1 percent of our nation's [natural resources] to protect 58.5 million acres of wild and unfragmented land in perpetuity? Seventy-five years ago, another Forest Service employee, Aldo Leopold, answered that question. "Such a policy would not subtract even a fraction of one per cent from our economic wealth, but would preserve a fraction of what has, since first the flight of years began, been wealth to the human spirit."</p> <p>Approved road construction or reconstruction is clearly and explicitly defined in terms of conservation of these areas, and those exceptions are (quotes from the RACR, emphasis added):</p> <p>A road is needed to protect health and safety in cases of imminent danger, such as threat of flood, fire, or other catastrophic event that, without intervention, would cause the loss of life or property; A road is needed to conduct a response action to mitigate environmental hazards under the Comprehensive Environmental Response, Compensation, and Liability (CERCLA) or a restoration action under CERCLA, the Clean Water Act or the Oil Pollution Act A statute or treaty provides for a road or one is needed in accordance with outstanding or reserved rights The Secretary of Agriculture determines that a federal aid highway project is in the public interest or is consistent with the purposes for which the land was reserved or acquired, and there is no alternative route or site For the continuation, extension, or renewal of a mineral lease originally issued prior to 2001, provided such a road minimizes resource impacts and is removed at the termination of the lease or when no longer needed for the purposes of the lease None of these provisions comes anywhere close to applying to the UDOT proposal, regardless of what acreage fraction of the IRA would be encroached. And there is certainly no provision within the rule that allows for road development within IRAs to allow visitors to a private resort (albeit myself a very frequent and sometimes frustrated one) to shave time off our commute.</p> <p>Timber Harvesting</p> <p>UDOT's LCC EIS Roadless Area Assessment seems to suggest that the only restriction from the IRA Rules is really road building, and that timber harvesting is permitted if "incidental to implementing an activity not otherwise prohibited". However, the 2001 IRA rule clearly defines these incidental activities as "incidental to management activities not otherwise prohibited." It seems deceptive on the part of UDOT to cut out this critical wording, as "management activities" throughout the 2001 IRA rule clearly refer to these activities as conservation efforts to maintain and protect the quality of the IRA. See the following direct quotes from the 2001 IRA rule (emphasis added):</p> <p>Some aspects of IRA management (for example, timber harvesting) are based on maintaining or enhancing roadless area characteristics. Management actions that do not require the construction of new roads will still be allowed, including activities such as timber harvesting for clearly defined, limited purposes; development of valid claims of locatable minerals; grazing of livestock; and off-highway vehicle use where specifically permitted. Limited tree cutting could occur incidental to other management activities, such as trail construction or maintenance, hazard tree removal adjacent to classified roads for public health and safety reasons, fire line construction for wildland fire suppression or control of prescribed fire, or survey and maintenance of property boundaries.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The final rule provides for the cutting, sale or removal of timber in substantially altered portions of inventoried roadless areas for any purpose as long as the activities do not require additional road construction or reconstruction.</p> <p>The final rule allows timber harvesting of generally small diameter timber for limited purposes when it maintains or improves one or more roadless area characteristics and: (1) Improves threatened, endangered, proposed, and sensitive species habitat or (2) maintains or restores the characteristics of ecosystem composition and structure, such as to reduce the risks of uncharacteristic wildfire effects.</p> <p>Again, the management activities allowing for limited timber harvesting are for conservation of the IRA, not for building the world's longest gondola to two private entities that requires traversing IRAs.</p> <p>In summary, UDOT either does not understand the purpose of the Roadless Area Conservation Rule, or they choose to flatly ignore that purpose. Regarding that RACR purpose, UDOT should reflect on the following statement from the USFS RACR fact sheet:</p> <p>"Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our Nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are highly valued qualities of roadless areas. Conserving inventoried roadless areas leaves a legacy of natural areas for future generations. The Roadless Area Conservation Rule limits or prohibits activities that would most negatively affect these values."</p> <p>Quoting again from the chief of the US Forest Service: The RACR serves to "protect the most pristine and rare of wildlands." ... "This is a conscious choice made with an eye toward the future. As we witness the march of urbanization and the development of wild places, we can take comfort in the knowledge that we have given at least some of our remaining undeveloped land ... lasting protection. Through that choice, we pay tribute to those who have come before and preserve their legacy for those who will follow" (emphasis added).</p> <p>UDOT's proposals are clearly prohibited by both the letter and the spirit of the 2001 Roadless Area Conservation Rule. Reading UDOT's LCC EIS Roadless Area Assessment side by side with the 2001 Rule is roughly the same as me proposing a 300mph rocket-powered car to do laps around I-215, all while suggesting that it's not technically a "motorized vehicle" and that I'll only be using 0.2% of the highways within the state. Not only would it still be against the letter of the law, it blatantly ignores the underlying intent of those laws (highway safety) just as the UDOT proposals blatantly ignore the intent of the Roadless Area Conservation Rule – "preserving the undeveloped qualities" of IRAs. Like it or not, the law is the law, and in this case it's there to protect, preserve, and conserve those areas, with no exceptions to trade those for convenience. The only thing UDOTs proposals are truly in line with are precisely what the Roadless Area Conservation Rule was explicitly established to prevent: the "march of urbanization and the development of wild places." UDOT should not proceed with the development proposals, and the US Forest Service should not grant an RACR exception to proposals that grossly contradict the rule and its underlying intent.</p> <p>Eric Sorenson Sandy, UT</p>	
48186	Sorenson, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Sorenson</p>	A32.3A; A32.3F
42297	Sorenson, Julia	<p>UDOTs argument that gondola towers do not count as a road in a roadless area are ridiculous. How will you build a 200 foot tower without an access road? And the infrastructure for the towers is way more invasive than a road would be. The anchors for the towers would need to be much deeper than road base would ever be. The gondola is a ridiculous waste of taxpayer money.</p>	A32.3H
43968	Sorgi, Julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Sorgi</p>	
46897	Soriano, Reeza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reeza Soriano</p>	A32.3A; A32.3F
40054	Sorum, Matt	<p>This gondola will kill the beauty of a world class destination canyon. A \$1 billion plus cost to tax payers only gives more income to 2 selective resorts. If those resorts want it to happen then they pay in. Not every tax payers who might be paying for the proposed gondola don't have a need for the gondola. Tell me and the other 89% why the gondola is the answer!!</p>	A32.29VV
47259	Sosa, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Sosa</p>	A32.3A; A32.3F
42044	Sosa, Mynor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mynor Sosa</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54416	Sossenheimer, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Sossenheimer</p>	A32.3A; A32.3F
44388	Soto, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Soto</p>	A32.3A; A32.3F
46541	Souchuns, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Souchuns</p>	A32.3A; A32.3F
48850	Soucy, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Soucy</p>	
47869	South, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly South</p>	A32.3A; A32.3F
54661	Southard, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Southard</p>	A32.3A; A32.3F
50467	Southwick, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Southwick</p>	A32.3A; A32.3F
51072	Southworth, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Southworth</p>	
42940	Sovereen, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Sovereen</p>	A32.3A; A32.3F
40630	Sovich, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Sovich</p>	A32.3A; A32.3F
51121	Sowles, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Sowles</p>	A32.3A; A32.3F
53460	spackman, bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, bethany spackman</p>	
47122	Spackman, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Spackman</p>	A32.3A; A32.3F
50963	Spalding, Rae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rae Spalding</p>	A32.3A; A32.3F
51055	Spallino, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Aaron Spallino</p>	
50524	Spangenberg, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Spangenberg</p>	A32.3A; A32.3F
42659	Spangler, Davis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Davis Spangler</p>	A32.3A; A32.3F
43028	Spangler, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Spangler</p>	A32.3A; A32.3F
50140	Spardel, Douglas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Douglas Spardel</p>	
45827	Sparkman, Truett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Truett Sparkman</p>	A32.3A; A32.3F
41529	Sparks, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Sparks</p>	A32.3A; A32.3F
47117	Sparks, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Sparks</p>	A32.3A; A32.3F
46823	Sparks, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Sparks</p>	
46278	Sparks, Sydnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydnee Sparks</p>	A32.3A; A32.3F
52371	Sparrer, Kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenzie Sparrer</p>	A32.3A; A32.3F
40955	Spataro, Joe	<p>While no solution is perfect, I continue to support the idea of a gondola or a rail system, although I realize this is not in the table. The gondola should be designed/placed in a manner that allows it to run during inter lodge. We need the gondola to solve *most* of the problems we currently experience, and it must be quick and relatively convenient. If these goals are too lofty, perhaps the gondola is a bad investment.</p>	A32.29VV
43619	Spataro, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Joseph Spataro	
54423	Spawn, Nathaniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathaniel Spawn</p>	A32.3A; A32.3F
41936	Speare, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Speare</p>	A32.3A; A32.3F
50721	Specht, Michaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michaela Specht</p>	A32.3A; A32.3F
44368	Speckmann, Wiley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wiley Speckmann</p>	
40953	Spector, Sarah	No	A32.29VV
50320	Speechley, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Speechley</p>	A32.3A; A32.3F
53115	Spehar, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Spehar</p>	A32.3A; A32.3F
48228	Spence, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Spence</p>	A32.3A; A32.3F
40194	Spence, Richard	The gondola alternatives place a tower and 500ft of cable in the white pine IRA. This will impact that area in a very negative way. The gondolas will impact the IRAs negatively	A32.29VV
54520	Spencer, Brielle	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brielle Spencer</p>	
39679	Spencer, Craig	<p>Will the leaders of Utah put down the shovels one time in favor of conservation of some of the most beautiful land in our state and country? A gondola is not only not necessary, it's complete overkill. A developer's profit project. Reduced traffic into the canyon is preferred over a man-made eyesore that would forever destroy this beautiful canyon. People who have lived here and recreated in the canyon their whole lives view this project as another example of Utah leaders' build at all costs mentality. This attitude, which became feverish at the time of the 2002 Olympics and continued until now, is destroying the very things that make this state special to begin with. The gondola is not necessary. Don't build it.</p>	A32.3I
39959	Spencer, Edward	<p>I have already voiced my concerns. This is a really bad idea because of aesthetics, parking, tax payer burden.</p> <p>Why not simply put up more buses and have people use those or place a fee for use.</p>	A32.29VV
43912	Spencer, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Spencer</p>	A32.3A; A32.3F
40467	Spencer, Glen	<p>NO TO GONDOLA - PLEASE</p> <p>Roads and infrastructure for the gondola will cause significant negative impacts on USFS Inventoried Roadless Areas. Construction of the proposed gondola should not take place within the Roadless Areas.</p> <p>The gondola would directly violate the Roadless Rule and take away from many of the qualities that are protected by RACR: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>While UDOT claims required new roads would cover a small percent of the total area of the three Inventoried Roadless Areas, the visual, noise, and watershed impacts would impact a significantly larger percentage of the three roadless areas.</p> <p>The construction of towers in the canyon will cause irreputable damage to the canyon ecosystem. Helicopters will not be capable of foundation excavation as suggested by UDOT. There will be a need for access roads during construction and subsequent maintenance activity.</p> <p>Access to gondola towers in USFS Inventoried Roadless Areas will be required in anticipation of emergency evacuations. Research shows that wire rope systems are not infallible and there will come a time when evacuation and emergency repair will require road access to the towers.</p> <p>UDOT is presenting data on a "worst case, all diesel bus scenario" designed to make the bus options look bad. UDOT NEPA process is in error in failing to generate a "best case scenario" using currently available, proven electric buses?</p> <p>The proposed gondola towers will be visible and audible from virtually the entire Roadless Areas and from much of the two National Wilderness Areas that closely parallel it – a</p>	A32.3A; A32.3F; A32.3I; A32.3H; A32.10G; A32.3G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>violation of the intent of RACR.</p> <p>The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of timber within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>A gondola angle station will lie inside a USFS Inventoried Roadless area ¼ mile from the Tanner Flat Campground, a public recreation area. The road to the angle station and paved area would require timber removal and impact visually on campers as shown by UDOT's renderings, and noise pollution will double according to UDOT's FEIS.</p> <p>The gondola angle station would not only pave over a portion of the roadless area, it requires excavation of an EPA superfund site that UDOT's FEIS says is likely contaminated with lead and arsenic. UDOT fails to assess the environmental impact of such a construction in an Inventoried Roadless Area.</p> <p>Even if the gondola system isn't defined as a 'road', it would be built for highway purposes and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>The gondola is itself a major new transportation system built on top of Inventoried Roadless Areas. The world's largest gondola would impose even greater impacts than a paved road on the miles of Forest Service scenic and recreational values of the three Roadless Areas it crosses.</p> <p>Building gondola towers and an angle station in Roadless Areas will greatly impact over 1,200 different plants and animals.</p> <p>The Little Cottonwood Canyon watershed is essential to Salt Lake City. The City assessed the proposed gondola's impacts on the watershed to be highly detrimental to the development and continued well-being of the metro area.</p> <p>Taxpayers will pay each month to support a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, both directly from new roads and a major new transit system in the roadless areas.</p>	
51422	Spencer, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Spencer</p>	A32.3A; A32.3F
56033	Spencer, Kai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kai Spencer</p>	A32.3A; A32.3F
43450	Spencer, Maggie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Spencer</p>	
50372	Spencer, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Spencer</p>	A32.3A; A32.3F
41934	Spencer, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Spencer</p>	A32.3A; A32.3F
52341	Spencer, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Spencer	
54736	Spencer, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Spencer</p>	A32.3A; A32.3F
46759	Spendlove, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Spendlove</p>	A32.3A; A32.3F
40713	Spendlove, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Spendlove</p>	A32.3A; A32.3F
50471	Spendlove, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Spendlove</p>	
53471	Spendlove, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Spendlove</p>	A32.3A; A32.3F
49208	Sperry, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Sperry</p>	A32.3A; A32.3F
39501	Sperry, John	I support the gondola	A32.29VV
53672	Spicer, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Spicer</p>	A32.3A; A32.3F
50937	Spicer, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Spicer</p>	
42853	Spilker, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Spilker</p>	A32.3A; A32.3F
41735	Spiller, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paul Spiller</p>	A32.3A; A32.3F
51755	Spilsbury, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chris Spilsbury	
51761	Spilsbury, Dax	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dax Spilsbury</p>	A32.3A; A32.3F
51759	Spilsbury, Ezra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ezra Spilsbury</p>	A32.3A; A32.3F
40486	Spinti, Brady	The gondola is a horrible idea. Hire more bus drivers and increase bus schedules. Also, at least make the ski resorts pay if you do end up doing it.	A32.29VV
53057	Spivak, Stuart	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stuart Spivak</p>	A32.3A; A32.3F
42024	Spivey, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Spivey</p>	
40812	spivey, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle spivey</p>	A32.3A; A32.3F
48862	Sprague, Jennie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennie Sprague</p>	A32.3A; A32.3F
47580	Spranger, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe Spranger</p>	A32.3A; A32.3F
46714	Spriggs, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Spriggs</p>	
43333	Springer, Kohen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kohen Springer</p>	A32.3A; A32.3F
40726	Springer, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maddie Springer</p>	A32.3A; A32.3F
47251	Springer, Maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Maddie Springer	
49233	Springford, Donald	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donald Springford</p>	A32.3A; A32.3F
41821	Springman, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Springman</p>	A32.3A; A32.3F
41960	Springmeyer, Will	We can not have gondola towers in protected roadless areas. Construction and maintaining of the towers would have too great and detrimental of an impact on the protected roadless areas in LCC.	A32.3A; A32.3F
44875	Spross, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Spross</p>	A32.3A; A32.3F
44978	Squire, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Squire</p>	
44939	Squire, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Squire</p>	A32.3A; A32.3F
51533	Squires, Brynn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynn Squires</p>	A32.3A; A32.3F
44869	Srednick, Addi	<p>To whom it may concern,</p> <p>I VEHEMENTLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addi Srednick</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47206	Sroczynski, Leslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leslie Sroczynski</p>	A32.3A; A32.3F
50825	Sroufe, Raeni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raeni Sroufe</p>	A32.3A; A32.3F
55716	St.James, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara St.James</p>	A32.3A; A32.3F
41899	Stacey, Julie	Gondola great idea for public transportation in canyon	A32.29VV
45786	Stack, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Stack</p>	
51967	Stackpole, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Stackpole</p>	A32.3A; A32.3F
41651	staes, catherine	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>We have enjoyed many years of skiing at Alta, but the gondola does not make sense for several reasons, most particularly the permanent impact on other areas of the canyon.</p> <p>The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. It is clearly functioning as an infrastructure to move conveyances from one location to another requiring permanent infrastructure that will need to be accessed by short roads to build and maintain.</p> <p>I strongly support lower-cost solutions that use existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. These alternatives will not permanently change the canyon for a small % of the population to access private resort for a few weekends a year.</p>	A32.3A; A32.3F
41657	staes, edward	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>The gondola will not improve traffic congestion. it will be expensive and is not practical. It will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, and threaten our critical watershed in the canyon.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. If anything, more areas of the canyon should be classified as Roadless or wilderness to preserve the canyon and its ecosystem for eternity.</p> <p>Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. here is a definition of a road: "a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use." the infrastructure for the gondola meets this definition.</p> <p>I support using the existing road and incentivizing carpools and bus service that can stop at multiple locations throughout the canyon. and can be scaled up or down depending on demand.</p>	A32.3A; A32.3F
41654	Staes, Rosie	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. It also does not solve much of the traffic problems that the Cottonwoods face as it does not address Big Cottonwood Canyon traffic or the traffic that accumulates along Wasatch Boulevard and the Sandy City routes to Little Cottonwood Canyon.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Additionally, this year showed that the gondola towers would be impacted by the frequent avalanches in Little Cottonwood Canyon including Tanners, Maybird and White Pine. Those avalanches could render the gondola useless after an avalanche and the tax payers would once again be on the line to pay for even more gondola work.</p> <p>As someone who has lived my entire life in Utah, I am deeply concerned about the long term impact the gondola will have on the canyon, its Roadless Laws, our drinking water and unfair burden it places on Utah's taxpayers to serve two private ski resorts.</p>	
55798	Staes, Rosie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Additionally, this year showed that the gondola towers would be impacted by the frequent avalanches in Little Cottonwood Canyon including Tanners, Maybird and White Pine. Those avalanches could render the gondola useless after an avalanche and the tax payers would once again be on the line to pay for even more gondola work.</p> <p>As someone who has lived my entire life in Utah, I am deeply concerned about the long term impact the gondola will have on the canyon, its Roadless Laws, our drinking water and unfair burden it places on Utah's taxpayers to serve two private ski resorts.</p> <p>Regards, Rosie Staes</p>	A32.3A; A32.3F
44511	Stafford, Aimse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aimse Stafford</p>	A32.3A; A32.3F
46134	Stafford, Alena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alena Stafford</p>	
49182	Stagg, Westin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Westin Stagg</p>	A32.3A; A32.3F
53667	Stagge, Julieanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julieanne Stagge</p>	A32.3A; A32.3F
50528	Staggs, Xavier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xavier Staggs</p>	A32.3A; A32.3F
51608	Staheli, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Staheli</p>	
55251	Stahl, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Stahl</p>	A32.3A; A32.3F
54507	Staker, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling) and year-round enhanced bus service with stops at multiple locations and more frequent service at peak times.</p> <p>Regards, Abigail Staker</p>	A32.3A; A32.3F
54536	Staker, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Staker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41268	Staley, Sherrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sherrie Staley</p>	A32.3A; A32.3F
40414	Stam, Cindy	<p>Please do not build this. Leave our canyons alone. I remember when this state was uncrowded, the air was better and we had plenty of untouched land. Now we are turning into CA and we don't need this running thru more untouched land as well as homes to wildlife that lives there. We have intruded in their land long enough. Please do not build this gondola.</p>	A32.29VV
52210	Stam, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Stam</p>	A32.3A; A32.3F
45103	Stanczak, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Stanczak</p>	A32.3A; A32.3F
54278	Standage, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Standage</p>	
50055	Standage, Trevan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevan Standage</p>	A32.3A; A32.3F
44140	Standage, Trustin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trustin Standage</p>	A32.3A; A32.3F
53769	standing, lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lauren standing</p>	A32.3A; A32.3F
43505	Stanford, Jamisyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamisyn Stanford</p>	
40799	Stanger, Easton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Easton Stanger</p>	A32.3A; A32.3F
40009	Stankiewicz, Casey	As a Utah tax payer, I oppose a costly gondola. I wish UDOT would increase bus service.	A32.29VV
51115	Stankiewicz, Casey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Casey Stankiewicz</p>	A32.3A; A32.3F
52829	Stanley, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Stanley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50284	Stansberry, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Stansberry</p>	A32.3A; A32.3F
55568	Stansel, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Stansel</p>	A32.3A; A32.3F
48325	Stanton, Jeremiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremiah Stanton</p>	A32.3A; A32.3F
47148	Stanworth, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Stanworth</p>	
42733	Stanzione, Johnny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johnny Stanzione</p>	A32.3A; A32.3F
51703	Staples, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Staples</p>	A32.3A; A32.3F
52736	Stapleton, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Stapleton</p>	A32.3A; A32.3F
50828	Stapley, Shannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shannon Stapley</p>	
46066	Stapley, Trase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trase Stapley</p>	A32.3A; A32.3F
52346	Stark, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Stark</p>	A32.3A; A32.3F
46246	Stark, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Stark</p>	A32.3A; A32.3F
53536	Stark, Kyrstin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyrstin Stark</p>	
41772	Starkey, Daxton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daxton Starkey</p>	A32.3A; A32.3F
45432	Starkie, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Please find a better way. Our tax dollars should be going towards preserving the land.</p> <p>Regards, Mason Starkie</p>	A32.3A; A32.3F
49506	Starks, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brittney Starks</p>	
52726	Starley, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Starley</p>	A32.3A; A32.3F
42493	Starley, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Starley</p>	A32.3A; A32.3F
54370	Starley, Jessi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessi Starley</p>	A32.3A; A32.3F
45974	Starling, Jonathan	<p>To whom it may concern,</p> <p>This is a terrible idea, so I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Starling</p>	
55724	Starling, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Starling</p>	A32.3A; A32.3F
42607	Starnes, Makara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makara Starnes</p>	A32.3A; A32.3F
51122	Starns, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Starns</p>	A32.3A; A32.3F
52882	starr, Colton	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton starr</p>	
52869	Starr, Jordache	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordache Starr</p>	A32.3A; A32.3F
49856	Starr, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Starr</p>	A32.3A; A32.3F
53715	Starr, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madeline Starr	
41975	Stasny, Jerome	Ladies and Gentlemen, INTEGRITY is the optimal consideration at this juncture. As well as planners you are also stewards, and must keep foremost in consideration the entirety of the population and conformity to existing environmental rules that govern the entire population. And please, as a reminder, you number among us as part of the "entire population." Integrity, doing whats right for all, not the few. Please follow and adhere to the established rules and guidelines. Thank you.	A32.29VV
52983	Statham, Taryn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Taryn Statham	A32.3A; A32.3F
46665	Staudt, Lauren	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lauren Staudt	A32.3A; A32.3F
48133	Stauss, Jack	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jack Stauss	A32.3A; A32.3F
39799	Stawski, Andrew	Maybe have Gondola "Slow-roll" through Trailheads, so passengers can disembark and load? Less criticism that Gondola only services Ski Resorts?	A32.29VV
40163	Stawski, Andrew	Have Elon Musk bore a tunnel then set up a Hyper-loop train!!!! Everything is underground!	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53820	Stclair, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Stclair</p>	A32.3A; A32.3F
41679	Steadman, Luke	<p>I do not support the gondola as it will diminish the beauty of LCC and not address the root causes of the problem. I support expanded buses and avalanche sheds along with removing the icon pass.</p>	A32.29VV
52830	Steciuk, Montanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Montanna Steciuk</p>	A32.3A; A32.3F
48486	Steck, Annee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annee Steck</p>	A32.3A; A32.3F
40885	Steck, Dana	<p>I am disappointed UDOT is still considering the gondola after widespread opposition from local communities.</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and</p>	A32.3A; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule</p>	
42290	Steck, Jeremy	<p>I am disappointed that UDOT is still considering the gondola despite widespread opposition from the local community.</p> <ul style="list-style-type: none"> • I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities. • If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. • Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. • Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas? • As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule. 	A32.3A; A32.3F; A32.10G
52874	Steed, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Steed</p>	A32.3A; A32.3F
45745	Steed, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Steed</p>	
54632	Steed, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Steed</p>	A32.3A; A32.3F
50454	Steed, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Steed</p>	A32.3A; A32.3F
49804	Steed, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Steed</p>	A32.3A; A32.3F
42623	Steele, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Steele</p>	
41788	Steele, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Steele</p>	A32.3A; A32.3F
43711	Steele, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Steele</p>	A32.3A; A32.3F
50219	Steele, Tatum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tatum Steele</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46970	Steelman, Lacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lacey Steelman</p>	A32.3A; A32.3F
56017	Steely, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. Secondly, roads will have to be built. While materials for towers maybe flown in via helicopter the foundation and infrastructure required to hold these towers cannot be. Not to mention access for maintenance once built. This will have to occur on a road. That will go through a "roadless" area</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Steely</p>	A32.3H A32.3A; A32.3F
53872	steen, conlon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, conlon steen</p>	A32.3A; A32.3F
53522	Steen, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Steen</p>	
43459	Steen, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Steen</p>	A32.3A; A32.3F
47193	Steenblik, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Steenblik</p>	A32.3A; A32.3F
44283	Steenblik, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeffrey Steenblik</p>	A32.3A; A32.3F
39877	Steenburgh, Erik	<p>I am writing to express my deep concerns about the proposed Little Cottonwood Canyon gondola project and its potential impact on the forest service roadless designation. The roadless designation was established to protect our nation's last remaining wild forests and ensure their preservation for future generations. By constructing a gondola in the Little Cottonwood Canyon, you would be violating the roadless designation, which prohibits any new roads or permanent structures in these designated areas.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The proposed gondola would require the construction of a new road and multiple support towers, which would damage the natural landscape and disrupt the fragile ecosystem that has been preserved for years. The roadless designation is a critical tool in preserving the unique and fragile natural resources of our forests, and we must work together to uphold it.</p> <p>Furthermore, any construction activity or disturbance in the area could potentially lead to soil erosion, which in turn could impact the quality of the water that flows downstream. As Little Cottonwood Canyon is a part of the Salt Lake City watershed, which provides drinking water for over 300,000 residents, it's critical to preserve the natural conditions of the area. Any development in the region must be carefully planned and executed to avoid adverse effects on the watershed.</p> <p>It's important to note that the Little Cottonwood Canyon gondola project has faced strong community opposition. A recent study by the Salt Lake Tribune found that 89% of people in the Salt Lake Valley are against the project. This overwhelming opposition highlights the need to listen to the concerns of the community and carefully consider the potential impacts of the project.</p> <p>Therefore, I strongly urge UDOT to reconsider the Little Cottonwood Canyon gondola project and to engage with the community to find alternative solutions that are more in line with the community's wishes and the protection of the environment.</p>	
40100	Steenburgh, Jim	<p>In the gondola design section (2.3.2) of the LCC FEIS, it is stated that the towers were "optimized to avoid being affected by avalanche paths to the extent feasible."</p> <p>No maps were provided showing tower positions relative to paths, but it appears that at least one (e.g., Tower 9) and possibly more towers could be impacted by larger avalanches such as those occurring in April 2023.</p> <p>Will passive avalanche protection structures be used to protect these towers? If so, how large will they be and have their visual impacts been assessed? Will they be contained within the footprints presented?</p>	A32.29VV
42129	Steeves, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Steeves</p>	A32.3A; A32.3F
53858	Stef, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Stef</p>	A32.3A; A32.3F
42332	Steffan, Ed	<p>Vote no on Gondola for the second time. The people have spoken against this before. Bus system and traffic were fine last year, but the city has halved the bus schedule on "staffing issues" pay a fare wage and hire. I applied and received no call back. Run busses at fluctuating intervals for morning and afternoon traffic. Logistics isn't hard. It worked before y'all broke it.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46810	Steffensen, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Steffensen</p>	A32.3A; A32.3F
43433	Steffensen, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Steffensen</p>	A32.3A; A32.3F
44809	steffensen, norah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, norah steffensen</p>	A32.3A; A32.3F
48719	Steffensmeier, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Steffensmeier</p>	
44590	Stegall, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Stegall</p>	A32.3A; A32.3F
51329	steger, Aisha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aisha steger</p>	A32.3A; A32.3F
40382	Stegerwald, Pamela	Because 3 RIA areas exist in LCC, building a gondola would not be permitted under current regulations.	A32.29VV
50542	stegmaier, Otto	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Otto stegmaier</p>	A32.3A; A32.3F
40165	Stegman, Audrey	The proposed gondola plan for LCC will cause irreversible damage to the environment while costing the tax payers \$600 million that could be put towards other community problems to name just a few child hunger, homelessness, the opioid epidemic, and mental health. The gondola will serve only those going to two privately owned ski resorts, not all those who go up LCC are going to these resorts. It is especially concerning that the bus infrastructure has increased wait times between pick ups and there is nothing being done to decrease the amount of time buses are waiting in traffic. dedicated bus lanes leading up to the canyon entrance can help to decrease the bus wait times for those making the decision to ride the bus. The infrastructure needed to build the gondola will harm the beautiful canyon scenery and affect climbing areas that are positioned next to the road. The gondola will mainly	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>support winter sports but there are many other seasons in a year with activities such as hiking and climbing that do not revolve around the two privately owned resorts. Overall canyon traffic is an issue but the biggest slow down is the bottle neck prior to entering the canyon. By having the gondola that will just change the bottle neck to a different location. With additional bus support with decreased pick up times and a dedicated bus lane to get to the mouth of the canyon, people will be more inclined to take the free bus than to drive their personal vehicles. The gondola is not accessible as an entry fee may be required and only caters to privately owned resorts.</p>	
50664	Steimle, Tristene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristene Steimle</p>	A32.3A; A32.3F
41123	stein, charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, charlie stein</p>	A32.3A; A32.3F
47045	Steinberg, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Steinberg</p>	A32.3A; A32.3F
49914	Steiner, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Steiner</p>	
40473	Steinke, Susan	<p>Save Our Canyons Save Our Canyons</p> <p>NO GONDOLA LITTLE COTTONWOOD CANYON No Gondola Little Cottonwood Canyon</p> <p>inIssues</p> <p>NO GONDOLA IN LITTLE COTTONWOOD CANYON. We must take action before UDOT finalizes their decision to move forward with the gondola.</p> <p>The Utah Department of Transportation (UDOT) started an Environmental Impact Statement (EIS) in 2018 to find transportation solutions for Little Cottonwood Canyon (LCC). In August 2022, UDOT announced the gondola as its preferred solution. UDOT will issue its Record of Decision (ROD), or final decision, this summer based on comments from the Final EIS. UDOT will then need to find funding.</p> <p>The proposed gondola is approx. 8-miles long. It would begin at the base of LCC and include two stops: Snowbird Ski Resort and Alta Ski Area. The gondola would consist of 20 towers and 2 angle stations, ranging from 130 to 262 feet tall.</p> <p>Save Our Canyons strongly opposes the gondola because it won't solve traffic congestion, but instead threatens our critical watershed and limits canyon access for non-resort users.</p> <p>We support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. While we're disappointed UDOT is still considering the gondola after widespread opposition from local communities and public officials, we still have time to act.</p> <p>UDOT Public Comment Period Closing April 18th UDOT claims building a gondola would be exempt from the Roadless Rule</p> <p>Suggested comment to send to UDOT</p> <p>We have a list of suggested comments and encourage everyone to edit the sample below and use their own voice. Ideas of what to say in the comment form going to UDOT:</p> <p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p> <p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p> <p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals. How can we as a community help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of UDOT's preferred alternative of the gondola allow for a shared habitat to continue to thrive or even be restored, when we are building into Roadless Areas?</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41592	Steinman, Paul	No gondola! Building the massive gondola towers will effectively destroy the base of Little Cottonwood Canyon. Preservation was the goal of roadless area designation. Destroying these areas with gondola towers and lines is still destroying this treasured landscape. The Salt Lake valley is blessed to have the Little Cottonwood wilderness so accessible; we should be doing everything possible to preserve it. Focus on clean, public transportation options (e.g. clean fuel bus/shuttle service). I would rather have my tax dollars fund this type of transportation. Putting my tax money towards destroying LCC to benefit two ski resorts is a horrifying prospect.	A32.3F
45577	Stellin, Liesl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liesl Stellin</p>	A32.3A; A32.3F
42521	Stelzer, Vincent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincent Stelzer</p>	A32.3A; A32.3F
43708	Stemler, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Stemler</p>	A32.3A; A32.3F
53760	Stenger, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Stenger</p>	
44042	Stengle, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Stengle</p>	A32.3A; A32.3F
44803	Stenquist, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Stenquist</p>	A32.3A; A32.3F
39354	Stepan, Don	<p>I still think the only viable and best solution for the Little Cottonwood Canyon traffic problem is the GONDOLA. The "bus test/solution" attempted this past winter was a total disaster. All the buses get caught in the traffic jamb just like all the cars do. And there is never enough parking for all the cars at the ski resorts. Please build the Gondola for Little Cottonwood Canyon!!! Don Stepan.</p>	A32.29VV
39944	Stepan, Donald	<p>Little Cottonwood Canyon is closed frequently this 2023 season for avalanche mitigation. NO BUSES, no traffic. The Gondola solution can keep the canyon road open, even during avalanche mitigation. The Gondola solution is the only workable & viable solution to traffic congestion in Little Cottonwood Canyon.</p>	A32.29VV
48078	Stephan, Edith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Edith Stephan</p>	
55636	Stephani, Kevin	<p>To whom it may concern,</p> <p>I am a former 10 year resident of the salt lake valley. I last owned a home [REDACTED] and would never have bought or lived there if a gondola was there I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Stephani</p>	A32.3A; A32.3F
54460	Stephens, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Stephens</p>	A32.3A; A32.3F
39236	Stephens, Amy	<p>Using green energy fueled shuttle buses, we can eliminate road congestion while preserving our natural environment. No to gondola!</p>	A32.29VV
41402	stephens, carsen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, carsen stephens</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43473	stephens, Colton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colton stephens</p>	A32.3A; A32.3F
45452	Stephens, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Stephens</p>	A32.3A; A32.3F
51968	Stephens, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Stephens</p>	A32.3A; A32.3F
41555	Stephens, Roger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roger Stephens</p>	
47418	Stephens, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Stephens</p>	A32.3A; A32.3F
43490	Stephens, Tahlen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tahlen Stephens</p>	A32.3A; A32.3F
39633	Stephens, Thomas	<p>The central Wasatch is very, very small. In the European Alps, where gondolas are common, the land mass that accommodates chairlifts and gondolas a huge, many time the land mass of the Wasatch, making a LLC gondola hopelessly out of place from a visual standpoint, not to mention all the other myriad reasons in opposition to the gondola, that many others will bring to your attention. Thank you.</p>	A32.29VV
50767	Stephenson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Stephenson</p>	A32.3A; A32.3F
41495	Stephenson, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Stephenson</p>	
39578	Stephenson, Roger	We don't need a gondola!!! Electric buses. Problem solved.	A32.29VV
41234	Sterbenz, Matthew	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking requirements (not only reservations) at ski resorts.</p>	A32.3A; A32.3F
47989	stern, Ari	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ari stern</p>	A32.3A; A32.3F
43398	Stern, Melvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melvin Stern</p>	A32.3A; A32.3F
55873	Steury, Craig	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Steury</p>	
49426	Stevens, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Stevens</p>	A32.3A; A32.3F
48307	Stevens, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Stevens</p>	A32.3A; A32.3F
44692	Stevens, Daniella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Daniella Stevens	
52796	Stevens, Delaney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This is a really dumb idea and I can't comprehend any part of why you would want to do it.</p> <p>Regards, Delaney Stevens</p>	A32.3A; A32.3F
42702	Stevens, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle Stevens</p>	A32.3A; A32.3F
41578	Stevens, George	As a taxpayer in the state of UT, I do not support the gondola construction. It is a clear violation of the Roadless Area Conservation Rule, and would permanently alter a landscape that is meant to be undeveloped. This entire gondola plan is supported by those who stand to gain financially, and does not consider the environmental or economic well being of the average Utah citizen.	A32.3A; A32.3F
50544	STEVENS, JAMES	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JAMES STEVENS</p>	A32.3A; A32.3F
46515	Stevens, Katrina	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Stevens</p>	
48698	stevens, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall stevens</p>	A32.3A; A32.3F
45446	Stevens, Lewis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lewis Stevens</p>	A32.3A; A32.3F
51489	Stevens, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Melissa Stevens	
46051	Stevens, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Stevens</p>	A32.3A; A32.3F
42850	Stevens, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Stevens</p>	A32.3A; A32.3F
43397	Stevens, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter Stevens</p>	A32.3A; A32.3F
55887	Stevens, Sawyer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sawyer Stevens</p>	
44583	Stevens, Shalyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shalyn Stevens</p>	A32.3A; A32.3F
51585	Stevens, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Stevens</p>	A32.3A; A32.3F
45150	Stevens, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Stevens</p>	A32.3A; A32.3F
45615	Stevens, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

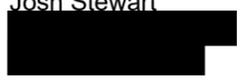
Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Stevens</p>	
51971	Stevens, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Stevens</p>	A32.3A; A32.3F
54810	Stevens, Zacchaeus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I refuse to support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zacchaeus Stevens</p>	A32.3A; A32.3F
54914	Stevenson, Adam	<p>To whom it may concern,</p> <p>Yes, below is a bulk message but this statement is personal. As a 34 year old local who has been skiing since I could walk, this plan is absolutely bonkers. Please, please, consider the alternate plans that provide access to our states wonderful resources.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Stevenson</p>	
48579	Stevenson, Colby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Colby Stevenson</p>	A32.3A; A32.3F
50713	Stevenson, Harsha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harsha Stevenson</p>	A32.3A; A32.3F
47664	Stevenson, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Stevenson</p>	A32.3A; A32.3F
40847	Stevenson, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah Stevenson</p>	
43668	Stevenson, Quin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quin Stevenson</p>	A32.3A; A32.3F
42114	Stevens, STEPHANIE	<p>If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy.</p>	A32.10G
48478	Stevens, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Stevens</p>	A32.3A; A32.3F
44990	Steward, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, McKenzie Steward	
43117	Stewart, Alyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyson Stewart</p>	A32.3A; A32.3F
49896	STEWART, BONNIE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, BONNIE STEWART</p>	A32.3A; A32.3F
45482	Stewart, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Stewart</p>	A32.3A; A32.3F
42642	Stewart, Diane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Diane Stewart</p>	
40073	Stewart, Dustan	<p>I think preserving the climbing in both cottonwoods should be a top priority along with attempting to not disturb wildlife, this we should store to start small and continue from there, this we should only increase bus operations with no widening</p>	A32.29VV
51932	Stewart, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Stewart</p>	A32.3A; A32.3F
48166	Stewart, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Stewart</p>	A32.3A; A32.3F
45864	Stewart, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Stewart</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40237	Stewart, Josh	<p>As a visitor to Little Cottonwood for 40+ years in the summers and winters, I have seen the many service vehicles and road work done on the roads that lead to the ski lifts and tram at Snowbird and Alta. Data should be gathered during the summer months showing how frequently service roads are accessed to provide a baseline for how often a gondola tower and road would be accessed. These roads are very impactful to the nearby fragile forest areas and take away from the wilderness beauty of the area. In addition, mountain cyclists and hikers start using these service roads and that cause more impacts that require a long term maintenance budget and strategy. I would encourage more frequent bus service and limited Single Occupancy Vehicle auto access on busy days as an alternative to a gondola.</p> <p>Sincerely,</p> <p>Josh Stewart </p>	A32.29VV
43102	Stewart, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Stewart</p>	A32.3A; A32.3F
42221	STEWART, MATT	There are many other sensible alternatives listed in the public comments. The opposition to building a gondola is strong, find another way to make improvements	A32.29VV
39425	Stewart, Michael	The gondola project is a direct profit benefit to the associated ski resorts. This should be in no way funded by the tax payers. This is a concern of the Resorts and should be under their purview to obtain additional accesses to their venues at their own cost. Again, this should not be placed on the tax payers of Utah as it is a very specific request by for-profit companies. Let the Resorts tackle the concerns of their patrons, not the residents of the State. Let the Resorts build 'upward' on their land to accommodate more customers and profit, don't tread on the taxpayers who in general do not support the project.	A32.29VV
52103	Stewart, Reed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Reed Stewart</p>	A32.3A; A32.3F
39839	Stewart, Susan	I do not want the gondola. It will ruin the canyon and is only beneficial to the ski resorts, not other users of the canyon.	A32.29VV
43898	Stewart, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Stewart</p>	
42970	Stice, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Stice</p>	A32.3A; A32.3F
48015	Stickley, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Stickley</p>	A32.3A; A32.3F
47817	Stiffler, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Stiffler</p>	A32.3A; A32.3F
43166	Stigler, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Stigler</p>	
51803	Stiles, Aurora	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aurora Stiles</p>	A32.3A; A32.3F
56160	Stilley, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Stilley</p>	A32.3A; A32.3F
53583	stilson, eva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, eva stilson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53761	Stinson, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Stinson</p>	A32.3A; A32.3F
56354	Stirling, David	<p>To whom it may concern,</p> <p>It's shocking to me that any person in public office is even considering this proposal. It eliminates none of the current problems and only further disrupts the already delicate ecosystem of the canyon. Please just make the canyon bus only, especially in the winter. It's cost effective and it would reduce traffic. The cost of the gondola is projected to be near 1.4 billion, nearly as much as the Burj Khalifa. That is an insane amount of money and we know from experience it will end up over budget. It only benefits the resorts and doesn't actually alleviate the main concerns.</p> <p>I urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. The fact that this plan is even being considered calls into question the motives of our lawmakers and legislators. There is no one that would support this plan based only off the projected plusses and minuses.</p> <p>I support lower, almost no cost, solutions that utilize our existing infrastructure, carpool incentives such as occupancy-based tolling, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, or even just light enforcement of the traction law. I also support making the canyon bus only, but I doubt you all will agree with that. These solutions utilise the existing infrastructure and don't jeopardise access to the beautiful canyon by putting a paywall on it.</p> <p>I hope the Utah legislators come to their senses on this issue. Please listen to the people, not the lobbyists and corporations.</p> <p>Regards, David Stirling</p>	A32.3A; A32.3F
53406	Stites, April	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, April Stites</p>	A32.3A; A32.3F
49667	Stitzer, Hunter	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Stitzer</p>	
40469	Stobbe, Leslie	<p>I have been born and raised at the bottom of little cottonwood canyon. My love for it is so strong and I want to see its beauty protected in every way. If UDOT can adjust its analysis to consider the possibility of using higher emissions fuels like diesel, why can't it also assess the impact of electric buses? UDOT should expand its analysis to account for sustainable fuel options that exist and more accurately represent our nation and state's shift toward cleaner energy. Electric buses are a proven technology, came to Utah 5 years ago and traveled to all the major ski resorts in Utah. Last year the 3rd generation technology bus demonstrated its ability to navigate all the major resorts in the Wasatch Front. UDOT is presenting data on a "worst case scenario" (which will make the bus option look bad). Why won't UDOT generate a "best case scenario" using currently available proven electric bus technology?</p> <p>This gondola will still not stop the funneling that happens at the mouth of that canyon. It will only congest it further as they try to push more people to the two resorts that reap the rewards. Please, please consider doing further studies on the impacts of electric busses and other cost efficient alternatives before doing something that cannot be undone.</p>	A32.10G
51040	Stockham, Georgia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Georgia Stockham</p>	A32.3A; A32.3F
41231	Stockhausen, Jes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jes Stockhausen</p>	A32.3A; A32.3F
55603	Stocking, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Stocking</p>	
48095	Stockton, Katarina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katarina Stockton</p>	A32.3A; A32.3F
49817	Stoddard, Breony	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breony Stoddard</p>	A32.3A; A32.3F
40281	Stoddard, Scott	<p>The gondola and the impact the new roads needed for it's construction will have on the beauty and environmental health in little cottonwood canyon's protected wilderness should make it clear that this project needs to be abandoned.</p> <p>We should not be building more permanent infrastructure through protected natural areas, certainly not 22 giant towers with 22 roads and 22 construction zones to build them.</p>	A32.29VV
49277	Stoddard, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Stoddard</p>	
48487	Stoehr, Carrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrie Stoehr</p>	A32.3A; A32.3F
41344	Stoehr, Rhyllie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rhyllie Stoehr</p>	A32.3A; A32.3F
48082	Stofko, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Stofko</p>	A32.3A; A32.3F
54260	Stoker, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Stoker</p>	
41389	Stoker, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. Especially if the tickets are not cheap, it will discriminate against all but the wealthy. The gondola also will not operate in avalanche conditions.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Public buses with incentive to ride them would be a better solution to reducing traffic in the canyon. Please we are begging you to not go through with this thoughtless idea pushed by developers to profit off all of Utah.</p> <p>Regards, Carson Stoker</p>	A32.3A; A32.3F
51396	Stokes, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Stokes</p>	A32.3A; A32.3F
50600	Stokes, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Stokes</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54812	Stokes, Merili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Merili Stokes</p>	A32.3A; A32.3F
52682	Stokes, Piper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Piper Stokes</p>	A32.3A; A32.3F
49536	Stolberg, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Stolberg</p>	A32.3A; A32.3F
44351	Stoll, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Stoll</p>	
55778	Stoll, Lucinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucinda Stoll</p>	A32.3A; A32.3F
52966	Stoll, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Stoll</p>	A32.3A; A32.3F
53527	Stoll, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Stoll</p>	A32.3A; A32.3F
49533	Stolle, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Stolle</p>	
52813	Stolp, Cressida	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cressida Stolp</p>	A32.3A; A32.3F
49947	stoltenberg, elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, elizabeth stoltenberg</p>	A32.3A; A32.3F
46186	Stolworthy, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Stolworthy</p>	A32.3A; A32.3F
53543	Stompler, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Stompler</p>	
42078	Stone, Barbara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Barbara Stone</p>	A32.3A; A32.3F
48802	Stone, Edward	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives, year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and increased parking and/or parking reservations at ski resorts.</p> <p>Regards, Edward Stone</p>	A32.3A; A32.3F
47246	Stone, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Evan Stone	
54878	Stone, Fiona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fiona Stone</p>	A32.3A; A32.3F
50479	Stone, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Stone</p>	A32.3A; A32.3F
48801	Stone, Jillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jillian Stone</p>	A32.3A; A32.3F
44962	Stone, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Stone</p>	
43937	Stone, Lyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyle Stone</p>	A32.3A; A32.3F
48963	Stone, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Stone</p>	A32.3A; A32.3F
46575	Stonecipher, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Stonecipher</p>	A32.3A; A32.3F
42964	Stones, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Stones</p>	
45682	Stonw, Grant	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Stonw</p>	A32.3A; A32.3F
48772	Stopeck, Tali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tali Stopeck</p>	A32.3A; A32.3F
45736	Stopper, Zackary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zackary Stopper</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45744	Storck, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Storck</p>	A32.3A; A32.3F
48952	Storey, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Storey</p>	A32.3A; A32.3F
52354	Storms, Abbey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbey Storms</p>	A32.3A; A32.3F
39433	Storrs, Kathryn	<p>The public has made it clear that we do not want the gondola. 89% don't want the gondola. When is there ever a majority like that? The gondola only serves 2 ski resorts. But everybody will be taxed to pay for it. That is not democratic. That is not equal representation. The gondola is a terrible idea. It isn't any more efficient than busses but is vastly more expensive and detrimental to our environment.</p> <p>In order to build this gondola, 8 towers, snow sheds, and 2 angle stations need to be placed. In order to do this, vegetation must be cleared and service roads out in. Little Cottonwood Canyon has three designated and protected roadless areas that would be violated.</p> <p>The White Pine, Lone Peak, and roadless areas are set aside because they are pristine and intact ecosystems. Anybody who claims bringing in heavy and large construction equipment wouldn't harm these areas is lying to themselves and everyone else.</p> <p>The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes. Roadless areas protected under the 2001 Roadless</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas.</p> <p>These areas are protected for a reason, because we want them that way. Nobody wants the gondola. It will not solve the problem because people won't use it. These areas need to stay protected.</p>	
50839	Storrud, Keelee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keelee Storrud</p>	A32.3A; A32.3F
47071	Story, Liza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liza Story</p>	A32.3A; A32.3F
45519	Stott, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Stott</p>	A32.3A; A32.3F
51468	Stott, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Stott</p>	
43221	Stott, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Stott</p>	A32.3A; A32.3F
43227	Stott, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Stott</p>	A32.3A; A32.3F
45369	Stout, Jessie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessie Stout</p>	A32.3A; A32.3F
45536	Stout, Mitch	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitch Stout</p>	
53664	Stout, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Stout</p>	A32.3A; A32.3F
46533	Stout, Summer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Summer Stout</p>	A32.3A; A32.3F
43822	stovall, maddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, maddy stovall</p>	
48494	Stoven, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Stoven</p>	A32.3A; A32.3F
45710	Stover, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Stover</p>	A32.3A; A32.3F
51231	Stowe, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Stowe</p>	A32.3A; A32.3F
50785	Stowe, Kenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenna Stowe</p>	
44036	stowe, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark stowe</p>	A32.3A; A32.3F
42215	Stoy, Tina	<p>I am against the gondola being built in LCC. You've heard it all at this point, but it feels necessary to express the importance of the resorts capping their skier numbers in a given day. Implementing a reservation system for the resorts will be one of the best ways to cap the number of people traveling up the canyon on a given day. The gondola only serves the resort, so the traffic for backcountry skiers won't be impacted by adding a gondola. There are a number of environmental reasons building a gondola is a poor decision for the health of the canyon. Adding buses is a lower cost way to mitigate traffic. If there were satellite bus stations that serviced the canyons more traffic could be filtered out earlier than the mouth of the canyon and serve backcountry trailheads. Please listen to all the voices opposed to this project. Democracy only works when the voices of the people of whom you serve are listened to. Thank you</p>	A32.29VV
53280	Stoyle, Shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawn Stoyle</p>	A32.3A; A32.3F
49556	Strain, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Robert Strain</p>	
40101	Straley, Jerry'	<p>THIS IS A WATERSHED!!!</p> <p>Last year a road construction crew carelessly dumped a substance into Millcreek.</p> <p>This ONE incident KILLED ALL THE FISH from the mouth of the canyon ti the Jordan river.</p> <p>...and NOW you are considering UNPRECEDENTED CONSTRUCTION in a major WATERSHED of the Salt Lake Valley??</p> <p>BAD Idea. VERY BAD IDEA.</p> <p>Approximately 80% of the taxpayers DO NOT WANT THIS GONDOLA.</p> <p>If you try to go through with we citizens will know THAT YOU HAVE TAKEN A BRIBE.</p> <p>Furthermore, as ALL government contracts, THIS WILL COST MUCH MORE THAT PROJECTED and we all know it.</p> <p>It will probably cost far more than that due to the great public resistance.</p> <p>DO NOT build the gondola in Little Cottonwood Canyon. . . or ANY other canyon.</p> <p>Please THINK about what you will be causing.</p>	A32.29VV
48651	Strang, Brie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brie Strang</p>	A32.3A; A32.3F
52200	strang, Maryanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maryanne strang</p>	A32.3A; A32.3F
44476	Strange, Brennah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennah Strange</p>	
49147	Stransky, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Stransky</p>	A32.3A; A32.3F
51257	Stransky, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Stransky</p>	A32.3A; A32.3F
47360	Stratford, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Amber Stratford</p>	
40178	Stratton, John	<p>I am opposed to the gondola in Lt. Cottonwood Canyon. With service limited to only the 2 ski areas, it does not meet the needs of non skiers. I object to using public funds for the benefit of the resorts.</p>	A32.29VV
50077	Stratton, Jordyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordyn Stratton</p>	A32.3A; A32.3F
40623	Stratton, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Stratton</p>	A32.3A; A32.3F
42678	Stratton, Saryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saryn Stratton</p>	A32.3A; A32.3F
43768	Strauser, Charles	<p>To whom it may concern,</p> <p>I can't believe it's actually come to this. There's no doubt in my mind that the ski resorts are paying big money for this and NOBODY wants this to happen. Please, as you're reading through these, at least TRY to do the decent and right thing... everyone would appreciate it. Failing that we'll find a way to make it work - and hopefully at the expense of those that would allow this to ever</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>happen. Do your duty.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Strauser</p>	
53022	Strauss, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Strauss</p>	A32.3A; A32.3F
49812	Strauss-Reeves, Ansel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ansel Strauss-Reeves</p>	A32.3A; A32.3F
54387	Strecker, Ada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ada Strecker</p>	
51092	Street, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Street</p>	A32.3A; A32.3F
47740	Streeter, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Streeter</p>	A32.3A; A32.3F
40783	Streeter, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Streeter</p>	A32.3A; A32.3F
54728	Strickland, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Strickland</p>	
44505	Strickland, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Strickland</p>	A32.3A; A32.3F
40483	Strickland, Sam	PLEASE LISTEN. We do not want the Gondola. It benefits one group of people. It won't change anything. This is not the move. I strongly, strongly oppose the Gondola.	A32.29VV
54170	Strickler, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Strickler</p>	A32.3A; A32.3F
50080	Stringham, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Stringham</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52239	Stringham, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Stringham</p>	A32.3A; A32.3F
41009	Strohacker, Eric	<p>Don't destroy nature with a gondola. Tax payers should not be footing the incredibly expensive cost let alone be paying to destroy habitats and ruin the beauty that is Little Cottonwood Canyon. More cleanly-powered buses, more tolls, and encouraging of carpooling. A gondola is a drastic step to make the problem worse.</p>	A32.29VV
47404	Strohl, Oscar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oscar Strohl</p>	A32.3A; A32.3F
42326	Strong, Ellie	<p>While the gondola is intended to create an environmentally friendly option for travel up little cottonwood, the current plan is not friendly towards the canyon. Construction of the gondola would entail 5-10 years of constant construction in tight canyon. Construction of the posts would create significant damage to the canyon, and create enormous amounts of noise in a canyon protected by RACR. I do not want a gondola in roadless areas. The interpretation that UDOT is using of the RACR to justify the construction of the gondola is weak at best, and shows a clear disregard for the intention behind the law. Little cottonwood's watershed, views, and timber are all protected under the Roadless Rule, and the gondola plan would destroy those. The gondola is a permanent highway that effects our watershed and recreation areas forever.</p>	A32.3I
41956	Strong, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Strong</p>	A32.3A; A32.3F
45857	Strong, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Strong</p>	
53472	Strong, Maia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maia Strong</p>	A32.3A; A32.3F
41769	Strong, Mckessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mckessa Strong</p>	A32.3A; A32.3F
42802	Strong, Tommy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Tommy Strong</p>	
48442	Stroock, Koen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Koen Stroock</p>	A32.3A; A32.3F
40494	Strossner, Dagney	<p>Please do not put a gondola through LCC. It would create an unnecessary environmental hazard and distress for all the wildlife, flora, and recreational folks. It would destroy the pure essence of the canyon just through the building of it. And the avalanches that have happened this year is direct feedback to the Amount of maintenance in upkeep plus potentially life threatening to people. This is the worst and most expensive idea that has been proposed. No gondola!</p>	A32.29VV
41049	Stroud-Lewis, Tiare	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiare Stroud-Lewis</p>	A32.3A; A32.3F
52389	Struble, Rose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I also question weather the towers would hold up to avalanches. If the gondola were to exist during this last cycle would the towers have been hit by an avalanche?</p> <p>Little cottonwood needs a solution that operates year around, access trailheads and climbing areas as well as the resorts and that alleviates congestion and grid lock around the mouth of the canyon.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The gondola is not a good solution for little cottonwood and I do not support it! I would like to see enhanced bus service and more electric buses</p> <p>Regards, Rose Struble</p>	
44479	Struhs, Daniel	<p>To whom it may concern,</p> <p>Little Cottonwood Canyon has become a safe haven for me a place in which I have grown to love over the past few years. Living on the east coast I am what some Utah natives would consider to be a tourist. As a tourist who visits this canyon a person in which you propose this idea to I voice my complete and utter distaste at the idea of a government official even proposing this mindless project. The gondola would solve nothing but access to the resorts in unsafe driving conditions there will still be traffic there will still be road closures these are things that are expected and apart of the journey of making it to these beautiful untouched mountains. I strongly ask that you go back to the drawing board to formulate a solution that is more practical and protects a sacred part of the great state of Utah.</p> <p>Regards, Daniel Struhs</p>	A32.29VV
46573	Struthers, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Struthers</p>	A32.3A; A32.3F
43441	Stryczek, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Stryczek</p>	A32.3A; A32.3F
53786	Stuart, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Stuart</p>	
43833	Stuart, Walt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Walt Stuart</p>	A32.3A; A32.3F
48773	Stuba, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Stuba</p>	A32.3A; A32.3F
49469	Stubbs, Addi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Addi Stubbs</p>	A32.3A; A32.3F
54863	Stubbs, Brian	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Stubbs</p>	
50746	Stubbs, Corryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corryn Stubbs</p>	A32.3A; A32.3F
51144	Stubbs, Joni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joni Stubbs</p>	A32.3A; A32.3F
51212	Stubbs, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rebecca Stubbs	
53155	Stubbs, Timothy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Timothy Stubbs</p>	A32.3A; A32.3F
48382	Stubbs, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Stubbs</p>	A32.3A; A32.3F
49880	Stucki, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Stucki</p>	A32.3A; A32.3F
50974	Stucki, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Stucki</p>	
52609	Studebaker, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Studebaker</p>	A32.3A; A32.3F
40128	Studer, Annie	<p>I cannot support the gondola proposal by UDOT especially after reviewing the Supplemental Information Reports. The analysis is either biased, flawed, or both.</p> <p>The air quality analysis is skewed by claiming buses would be powered by diesel in 2050. That is a bizarre claim considering electric buses are already in the UTA fleet with goals to expand.</p> <p>Gondola construction would clearly violate the Roadless Rule. We have limited land in an already crowded Wasatch; the gondola construction would drastically impact Roadless Areas with heavy equipment and new roads. This is unacceptable.</p>	A32.29VV
43757	studer, Becca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becca studer</p>	A32.3A; A32.3F
40761	Studtmann, Katrianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>As an avid skier who loves to ski in Utah, I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Katrianna Studtmann	
40453	Stueber, Lydia	Please take into consideration the nature, beauty, animals and people that live here, over ruining an amazing part of Utah so the select can benefit.	A32.29VV
44695	Stuercke, Derek	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Derek Stuercke	A32.3A; A32.3F
44641	stuercke, Hunter	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Hunter stuercke	A32.3A; A32.3F
47165	Stuermer, Robert	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Robert Stuermer	A32.3A; A32.3F
41267	Stukerjurgan, Finn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finn Stukerjorgen</p>	
49744	Stull, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Stull</p>	A32.3A; A32.3F
55082	Stumberger, Irene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Irene Stumberger</p>	A32.3A; A32.3F
45785	Stuntz, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Stuntz</p>	A32.3A; A32.3F
51739	Sturgell, Kira	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kira Sturgell</p>	
46477	Sturgeon, Gwyneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gwyneth Sturgeon</p>	A32.3A; A32.3F
55567	Sturzenegger, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Sturzenegger</p>	A32.3A; A32.3F
40916	Stutchbury, Rob	<p>I have lived in Salt Lake county since 1993 and hike in the twin peaks, lone peak and white pine roadless areas with my family. UDOT should not build gondola towers in roadless areas. This would set a precedent that would eventually lead to more and more construction in roadless areas. The impacts from these towers will change the roadless areas for ever.</p> <p>No gondola should be built in LCC due to the impacts to the roadless rule</p>	A32.3A; A32.3F
47639	su, Tory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tory su</p>	
41932	Suarez, Jose	<p>No...no gondola please!!!! . That is a recipe for destroying the canyon. Why don't we put restrictions on who can drive up the canyon and provide with buses every 10-15 minutes to move people up and down the canyon, with exceptions for residents. Cars with less than 4 occupants must park at the bottom of the canyon and take the bus. That along would probably reduce traffic by more than 50%. A Gondola seems like an easy fix but it is not. You will have to destroy the canyon to create roads to put the footings of the towers. You will literally destroy the beauty of the canyon. Most Utah residents want to preserve the natural canyon as it is!</p>	A32.29VV
51928	Suarez, Luram	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luram Suarez</p>	A32.3A; A32.3F
51920	Suarez, Rae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rae Suarez</p>	A32.3A; A32.3F
51582	subasic, Lejla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lejla subasic</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44675	Suchomel, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Suchomel</p>	A32.3A; A32.3F
45315	Suchoski, Brian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brian Suchoski</p>	A32.3A; A32.3F
46013	Sucks, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Sucks</p>	A32.3A; A32.3F
44852	Suddaby, Tom	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tom Suddaby</p>	
44028	Sueltz, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Sueltz</p>	A32.3A; A32.3F
49331	Sueoka, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Sueoka</p>	A32.3A; A32.3F
50945	Sueoka, Theresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Theresa Sueoka</p>	A32.3A; A32.3F
54501	Suh, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Suh</p>	
41084	Suh, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Suh</p>	A32.3A; A32.3F
54561	Switter, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Switter</p>	A32.3A; A32.3F
54556	Sullenbarger, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Sullenbarger</p>	A32.3A; A32.3F
49720	Sullivan, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Sullivan</p>	
40651	Sullivan, Briana	<p>Please do not build a gondola. More buses, snow shed building, tolling single use cars, discounting fees for those who car pool, and even limiting traffic up the canyon in general is better than building this gondola. Please try any other feasible option before this. This gondola would impact our watershed with any slight issue with hydrology and the towers + ruin the soil and ecosystems, the wildlife. This is truly damaging to consider for only winter and to the resorts.</p>	A32.29VV
45091	Sullivan, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Sullivan</p>	A32.3A; A32.3F
51321	Sullivan, Clare	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clare Sullivan</p>	A32.3A; A32.3F
56187	Sullivan, Corrine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corrine Sullivan</p>	
52125	Sullivan, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Sullivan</p>	A32.3A; A32.3F
39918	Sullivan, Emily	<p>In Little Cottonwood Canyon, White Pine and portions of Twin Peaks and Lone Peak are designated as Inventoried Roadless Areas (IRA). UDOT failed to asses how constructing a gondola would violate the Roadless Rule during the EIS process. Building a gondola in LCC would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs which will negatively impact wilderness areas, inhabiting wildlife, and the watershed. This would be a violation of the 2001 Roadless Area Conservation Rule</p>	A32.3A; A32.3F
49313	Sullivan, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Sullivan</p>	A32.3A; A32.3F
53192	Sullivan, Fabiola	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fabiola Sullivan</p>	A32.3A; A32.3F
49255	SULLIVAN, GEORGE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, GEORGE SULLIVAN</p>	
42810	Sullivan, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Sullivan</p>	A32.3A; A32.3F
50199	Sullivan, Makiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makiah Sullivan</p>	A32.3A; A32.3F
55209	sullivan, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Marissa sullivan	
44107	Sullivan, Miles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miles Sullivan</p>	A32.3A; A32.3F
44964	sullivan, peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, peyton sullivan</p>	A32.3A; A32.3F
42712	Sullivan, Pierce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pierce Sullivan</p>	A32.3A; A32.3F
46305	Sullivan, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Sullivan</p>	
46557	Sullivan, Sakara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sakara Sullivan</p>	A32.3A; A32.3F
46380	Sullivan, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Sullivan</p>	A32.3A; A32.3F
49281	Sullivan, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Sullivan</p>	A32.3A; A32.3F
49116	Sulskis, Marcus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcus Sulskis</p>	
53497	Sultemeier, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Sultemeier</p>	A32.3A; A32.3F
44908	Sulzer, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drake Sulzer</p>	A32.3A; A32.3F
47562	Sumampong, Kirsten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kirsten Sumampong</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41074	Sumicad, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Sumicad</p>	A32.3A; A32.3F
40689	Summa, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Summa</p>	A32.3A; A32.3F
50956	summerhays, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi summerhays</p>	A32.3A; A32.3F
55647	Summers, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Summers</p>	
39336	Summers, Brian	<p>Enhanced bus service with no additional lane is the cheapest and the fastest alternative! This shouldn't be a vote. But the cheapest and fastest should be implemented. It also has the least impact. It could also stop at trailheads. No Gondola! Only people who own property should be able to drive up the canyon and maybe some some employees. Hotels should have shuttles otherwise buses should depart every 5 minutes. Buses should also be electric.</p>	A32.29VV
39335	Summers, Brian	<p>Enhanced bus service with no additional lane is the cheapest and the fastest alternative! This shouldn't be a vote. But the cheapest and fastest should be implemented. It also has the least impact. It could also stop at trailheads. No Gondola! Only people who own property should be able to drive up the canyon and maybe some some employees. Hotels should have shuttles otherwise buses should depart every 5 minutes. Buses should also be electric.</p>	A32.29VV
39525	Summers, Brian	<p>The Gondola is not fiscally responsible. It will cost the tax payer too much per rider. There are so many other projects udot could spend this money on that would be more inclusive and more just to more than just one group of people.</p>	A32.29VV
52458	Summers, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Summers</p>	A32.3A; A32.3F
46059	Summers, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Summers</p>	A32.3A; A32.3F
46556	summers, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kate summers	
52293	Summers, Liesje	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liesje Summers</p>	A32.3A; A32.3F
42217	Summers, Luke	The gondola will be an eyesore and mistake. The enhanced bus system and/or cog rail with avalanche shelters need further consideration	A32.29VV
47085	Summers, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Summers</p>	A32.3A; A32.3F
50550	Summers, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Summers</p>	A32.3A; A32.3F
46982	Sumner, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Sumner</p>	
46684	Sumsion, Jonie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonie Sumsion</p>	A32.3A; A32.3F
47547	Sumsion, McCallister	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McCallister Sumsion</p>	A32.3A; A32.3F
55783	Sumsion, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Sumsion</p>	A32.3A; A32.3F
40502	Sun, Sierra	<p>I'm a high school student, and I've lived in Little Cottonwood Canyon my whole life. The solution to traffic few days a week isn't a majorly environmentally destructive, expensive project that truly only benefits wealthy ski resorts--especially when considering the impacts that climate change is going to have on the ski industry in the next 50 years. We should, at the very</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>least, TRY out more temporary solutions like expanded bussing combined with tolls for skiers traveling alone, before we do something expensive and irreversibly harmful to our canyon.</p>	
52958	Sundberg, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Sundberg</p>	A32.3A; A32.3F
41482	Sundberg, Tate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tate Sundberg</p>	A32.3A; A32.3F
43201	Sunderlage, Greta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greta Sunderlage</p>	A32.3A; A32.3F
44096	Sunderlage, Wendy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wendy Sunderlage</p>	
55143	Sunderland, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Sunderland</p>	A32.3A; A32.3F
42077	Sunderman, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Sunderman</p>	A32.3A; A32.3F
48219	Sundstrand, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon the will benefit everyone. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Sundstrand</p>	A32.3A; A32.3F
50778	Sung, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Sung</p>	
49032	Surber, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Surber</p>	A32.3A; A32.3F
42792	Suriol, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Suriol</p>	A32.3A; A32.3F
53462	Surut, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Natalie Surut	
51684	Sussman, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Sussman</p>	A32.3A; A32.3F
41226	Sutcliffe, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Sutcliffe</p>	A32.3A; A32.3F
39631	Sutherland, James	Do not build a gondola using tax payer money in our city. Make the companies that stand to benefit, pay for it, not the people who live here. We don't want it. It will be closed an incredible amount from avalanche control work and inspection after. Offloading the ski resort will take hours. This is not a good solution to traffic congestion.	A32.29VV
49318	Sutherland, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Sutherland</p>	A32.3A; A32.3F
55721	Sutherland, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Sutherland</p>	
44624	Sutherland, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Sutherland</p>	A32.3A; A32.3F
50455	Sutterfield, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew Sutterfield</p>	A32.3A; A32.3F
42085	Sutton, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Sutton</p>	A32.3A; A32.3F
39862	Sutton, Russ	The little cottonwood canyon should be preserved and cherished.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44062	Suzuki, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Suzuki</p>	A32.3A; A32.3F
44339	Suzuki, Jarod	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jarod Suzuki</p>	A32.3A; A32.3F
41364	Sveiven, Chris	<p>I have absolutely no interest in a gondola for ONE Canyon! I can only imagine how much a project of the size and scope will run over budget. Gondolas need to be shut down when avalanche control is happening... so I'm a little confused. Other than making money for individuals who want to expand existing resorts and put a new parking at the bottom of the canyon. I'm sure anyone who owns property near look high or this proposed idea thinks it's a wonderful idea. I personally think it's absolutely idiotic and to install one extremely expensive gondola. I would love to see some sort of new and groundbreaking idea for public transit in both canyons. Somehow I highly doubt there's going to be electric buses, coming up and down both canyons anytime soon. I would absolutely settle for any kind of a traditional bus system with enough drivers And schedules that will actually cover when the [REDACTED] resorts are open and it's snowing. This is not landing on the moon. It is moving people up and down a canyon.</p>	A32.29VV
45597	Svendson, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Svendson</p>	A32.3A; A32.3F
42213	Swaim, Matt	<p>I am commenting.....again.....to explain that I think the gondola is the most intrusive option being weighed. Expanded bussing and tolling during peak use hours could resolve much of the issues that are being faced. A gondola is an irreversible step to blight our roadless areas. This will be a move to benefit private industry at the top of the canyon at an expense to the taxpayer. In summary, I am strongly opposed to the gondola. Expand the bus service, not cut it.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51872	Swain, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Swain</p>	A32.3A; A32.3F
43497	Swain, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Swain</p>	A32.3A; A32.3F
47596	Swain, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you for your open mindedness to finding solutions for Utahs tourism industry and also for your consideration of other proposals. A lifetime local and lover of Utah's natural beauty,</p> <p>Regards, Katherine Swain</p>	A32.3A; A32.3F
56170	Swain, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Swain</p>	
41203	Swain, Zack	No gondola! All the construction it would entail definitely violates the spirit of the roadless rule and we should not be subsidizing billionaires.	A32.3F
44470	Swan, Jackie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackie Swan</p>	A32.3A; A32.3F
46202	Swan, Kinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kinley Swan</p>	A32.3A; A32.3F
55891	Swan, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>as a lifelong Utahan, it breaks my heart that we could be losing such a vital part of what makes the state so special. I strongly urge you not to go through with the gondola, there are other measures that can be taken, that would improve, travel up the canyon. I grew up, going up little Cottonwood Canyon</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>every weekend for ski training. It is a huge part of my identity, and I would hate to see it altered.</p> <p>Regards, Sierra Swan</p>	
43211	Swan, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Swan</p>	A32.3A; A32.3F
55275	Swaner, Rebeca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebeca Swaner</p>	A32.3A; A32.3F
44284	Swanner, Brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brody Swanner</p>	A32.3A; A32.3F
49228	Swanson, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Swanson</p>	
49561	Swanson, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Swanson</p>	A32.3A; A32.3F
45547	Swanson, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Swanson</p>	A32.3A; A32.3F
40931	Swanson, Noah	<p>I think the consideration of implementing the gondola solution is an environmentally poor choice and in direct violation of the roadless rule destroying protected spaces in addition to being built solely to service two private businesses.</p>	A32.29VV
51221	Swanstrom, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Swanstrom</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52851	Swapp, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Swapp</p>	A32.3A; A32.3F
52716	swartling, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas swartling</p>	A32.3A; A32.3F
41987	Swartz, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Swartz</p>	A32.3A; A32.3F
53671	Swartz, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Swartz</p>	
50618	Swasey, Maasen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maasen Swasey</p>	A32.3A; A32.3F
39541	Swasey, Wayne	<p>I strongly oppose the gondola option. This option serves only two destinations in the canyon. It primarily benefits ski resorts and people who use them. It also permanently alters the landscape in the canyon which can never be restored. Lets not develop every area in these beautiful mountains.</p>	A32.29VV
44427	Swayne, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Swayne</p>	A32.3A; A32.3F
49437	Swayze, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Swayze</p>	A32.3A; A32.3F
46676	Swearingen, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Swearingen</p>	
51166	Sweeney, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa Sweeney</p>	A32.3A; A32.3F
41642	Sweeney, Rebecca	<p>Honestly none of the ideas from a gondola to toll access are the right choice. UTA cutting it's ski bus program was the wrong way to go. Especially considering most of their fleet is on alternative fuel and power sources.</p>	A32.29VV
55988	Sweeten, Clayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clayton Sweeten</p>	A32.3A; A32.3F
49497	Sweigart, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madi Sweigart</p>	
52225	Swensen, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Swensen</p>	A32.3A; A32.3F
48552	Swensen, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Swensen</p>	A32.3A; A32.3F
51806	Swenson, Cambree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cambree Swenson</p>	A32.3A; A32.3F
51863	Swenson, Emma	<p>To whom it may concern,</p> <p>As someone who has grown up at the base of little cottonwood canyon. I STRONGLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Swenson</p>	
51388	Swenson, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Swenson</p>	A32.3A; A32.3F
49053	Swenson, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Swenson</p>	A32.3A; A32.3F
40319	Swenson, Eric	NO GONDOLA. Please fund enhanced bussing.	A32.29VV
53966	swift, Gannon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gannon swift</p>	A32.3A; A32.3F
39465	Swihart, Janet	Roadless Rules Trump!!!	32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51083	Swindle, Kiersten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiersten Swindle</p>	A32.3A; A32.3F
43476	Swindle, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Swindle</p>	A32.3A; A32.3F
45354	swint, jaydn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jaydn swint</p>	A32.3A; A32.3F
55796	Swisher, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Swisher</p>	
48280	Swisher, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Swisher</p>	A32.3A; A32.3F
51350	Swiss, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Swiss</p>	A32.3A; A32.3F
49597	Swistock, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Swistock</p>	A32.3A; A32.3F
49484	Swistock, Leigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leigh Swistock</p>	
49903	Switzer, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Switzer</p>	A32.3A; A32.3F
50964	Switzer, KaraLee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KaraLee Switzer</p>	A32.3A; A32.3F
51794	Switzler, Meredith	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meredith Switzler</p>	A32.3A; A32.3F
42136	Swonger, Molly	<p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless", let alone know that the taxes being collected each month are going to a project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45993	Swope, McKay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKay Swope</p>	A32.3A; A32.3F
49922	Sword, Kaia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaia Sword</p>	A32.3A; A32.3F
54727	Swoveland, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Swoveland</p>	A32.3A; A32.3F
44943	Sykes, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Sykes</p>	
41919	Sykes, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Sykes</p>	A32.3A; A32.3F
53922	Sylvester, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Sylvester</p>	A32.3A; A32.3F
53817	Sylvester, Nick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nick Sylvester</p>	A32.3A; A32.3F
41199	Symons, Phillip	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Phillip Symons</p>	
55381	Syrett, Gretta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gretta Syrett</p>	A32.3A; A32.3F
55352	Syroid, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Syroid</p>	A32.3A; A32.3F
47533	Szabo, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Szabo</p>	A32.3A; A32.3F
40757	szafnicki, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner szafnicki</p>	
55159	Szajer, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Szajer</p>	A32.3A; A32.3F
51710	Szanto, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Szanto</p>	A32.3A; A32.3F
51449	Szilagyi, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lauren Szilagyi	
40491	Szpak, Andy	I agree the gondola is the best course of action to limit the destruction of the canyon while solving the massive traffic issues. I cannot wait to utilize it.	A32.29VV
52032	Szuhay, Sylvana	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sylvana Szuhay	A32.3A; A32.3F
53323	szymanski, Kara	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kara szymanski	A32.3A; A32.3F
53263	Szymanski, Lesa	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Lesia Szymanski	A32.3A; A32.3F
53419	T, Paige	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige T</p>	
49900	T, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam T</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52846	t, sumer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sumer t</p>	A32.3A; A32.3F
49862	Tabor, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Tabor</p>	A32.3A; A32.3F
45924	Tabora, Fernando	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fernando Tábor</p>	A32.3A; A32.3F
42971	Tadje, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Tadge</p>	
54143	Tafoya, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Tafoya</p>	A32.3A; A32.3F
48340	Tafoya, Lillian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lillian Tafoya</p>	A32.3A; A32.3F
54521	Taft, Marilyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marilyn Taft</p>	A32.3A; A32.3F
47061	Taft, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Taft</p>	
46203	taft, Weslie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weslie taft</p>	A32.3A; A32.3F
55980	Taggart, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Taggart</p>	A32.3A; A32.3F
41901	Taggart, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Taggart</p>	A32.3A; A32.3F
53150	Taggart, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Taggart</p>	
41723	Tagle, Natasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natasha Tagle</p>	A32.3A; A32.3F
50739	Tagliaferri, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Tagliaferri</p>	A32.3A; A32.3F
51251	Taie, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Hannah Taie</p>	
54958	Tajiri, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Tajiri</p>	A32.3A; A32.3F
41649	Takasaki, Roman	<p>I am strongly opposed to a tram transportation system in little cottonwood canyon. I feel it would mar the beauty of the canyon. I feel that are better and less expensive alternatives to the tram.</p> <p>Roman Takasaki</p>	A32.29VV
40510	Talbert, Tristen	<p>The fact that the gondola is considered exempt from the roadless area rule is absolutely asinine. The point of this rule is to protect the natural landscape of the areas it includes. By allowing the gondola, the rule is completely undermined. I stand with other Utahns and wilderness users to say No Gondola!</p>	A32.3A
47552	Talbot, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Talbot</p>	A32.3A; A32.3F
41488	Talbot, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Talbot</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39869	Talbot, Kirk	Please move forward immediately!!! thanks for all your work	A32.29VV
45094	Taliercio, Jack	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jack Taliercio	A32.3A; A32.3F
52230	tall, Kathryn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kathryn tall	A32.3A; A32.3F
43457	Tall, Nate	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nate Tall	A32.3A; A32.3F
41536	Tallackson, Conrad	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conrad Tallackson</p>	
54822	Talmadge, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Talmadge</p>	A32.3A; A32.3F
50750	Tams, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Tams</p>	A32.3A; A32.3F
44497	Tan, Tammie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammie Tan</p>	A32.3A; A32.3F
46469	Tan, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Tan</p>	
45505	Tang, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Tang</p>	A32.3A; A32.3F
46617	Tang, Vincy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincy Tang</p>	A32.3A; A32.3F
44027	Tanguay, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Tanguay</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54008	Tanita, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Tanita</p>	A32.3A; A32.3F
52162	Taniuchi, Teren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teren Taniuchi</p>	A32.3A; A32.3F
41184	Tanner, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Tanner</p>	A32.3A; A32.3F
53291	Tanner, Brad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brad Tanner</p>	
49885	Tanner, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Tanner</p>	A32.3A; A32.3F
47644	Tanner, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Tanner</p>	A32.3A; A32.3F
49860	Tanner, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Tanner</p>	A32.3A; A32.3F
52266	Tanner, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Tanner</p>	
42544	Tanner, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Tanner</p>	A32.3A; A32.3F
47829	Tanner, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Tanner</p>	A32.3A; A32.3F
52462	Tanner, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Tanner</p>	A32.3A; A32.3F
45227	Tanner, Payden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payden Tanner</p>	
39653	Tanner, Richard	<p>As skier, property owner, and resident of the Dimple Dell neighborhood of Sandy I am vehemently opposed to the gondola proposal. This is pure corporate welfare and a desecration of our beautiful canyon. I have done some rough math on the construction cost, per skier, based on 100% capacity over 100 ski days per year, amortized over 20 years. It is north of \$40 per person NOT INCLUDING labor, maintenance, energy, and insurance. In what world does that make sense? Oh, of course, if you're a real estate developer....</p>	A32.29VV A32.29VV
52991	Tao, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Tao</p>	A32.3A; A32.3F
50165	Tapia, Alberto	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alberto Tapia</p>	A32.3A; A32.3F
48310	Tapia, Darian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Darlan Tapia</p>	
48366	Tapia, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Tapia</p>	A32.3A; A32.3F
52067	Tapia, Lia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lia Tapia</p>	A32.3A; A32.3F
44333	Tapia, Tiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiana Tapia</p>	A32.3A; A32.3F
50476	Tarling, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Tarling</p>	
46718	Tarnowski, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Tarnowski</p>	A32.3A; A32.3F
54664	Tate, Kailee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailee Tate</p>	A32.3A; A32.3F
47717	Tate, Karly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karly Tate</p>	A32.3A; A32.3F
43743	Tate, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Tate</p>	
46812	Tatom, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Tatom</p>	A32.3A; A32.3F
40996	Taub, Peter	<p>I am a property owner at the foot of Little Cottonwood Canyon. I believe I understand the pros and cons of the proposed gondola. In the end, the most important factor has to be the environment. Our Great Lake is shrinking and we can't come together to limit valuable water use. If a gondola represents a true benefit for the environment of the Wasatch Range then it should be created.</p>	A32.29VV
51602	Taurel, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Taurel</p>	A32.3A; A32.3F
54884	Tayco, Wil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wil Tayco</p>	
51447	Taylor, Adva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adva Taylor</p>	A32.3A; A32.3F
47453	Taylor, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Taylor</p>	A32.3A; A32.3F
47873	Taylor, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Taylor</p>	A32.3A; A32.3F
50757	Taylor, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Taylor</p>	
47734	Taylor, Breean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breean Taylor</p>	A32.3A; A32.3F
50810	Taylor, Brittanee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittanee Taylor</p>	A32.3A; A32.3F
46037	Taylor, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Taylor</p>	A32.3A; A32.3F
43175	Taylor, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Taylor</p>	
47819	Taylor, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Taylor</p>	A32.3A; A32.3F
55416	Taylor, Donald	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donald Taylor</p>	A32.3A; A32.3F
51338	Taylor, Drake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Drake Taylor	
45592	Taylor, Eddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eddie Taylor</p>	A32.3A; A32.3F
49845	Taylor, Emmy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmy Taylor</p>	A32.3A; A32.3F
54402	Taylor, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Taylor</p>	A32.3A; A32.3F
49406	Taylor, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Taylor</p>	
47903	Taylor, Hillary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hillary Taylor</p>	A32.3A; A32.3F
40659	Taylor, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Taylor</p>	A32.3A; A32.3F
45133	Taylor, Jade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jade Taylor</p>	A32.3A; A32.3F
48855	Taylor, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Taylor</p>	
55881	Taylor, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Taylor</p>	A32.3A; A32.3F
50999	Taylor, Jeffrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Give us a never ending loop big dope buses that have snickysnacks on a cart like the Harry Potter train.</p> <p>Regards, Jeffrey Taylor</p>	A32.3A; A32.3F
49867	Taylor, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jennifer Taylor	
44931	Taylor, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Taylor</p>	A32.3A; A32.3F
40660	Taylor, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Taylor</p>	A32.3A; A32.3F
43846	Taylor, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Taylor</p>	A32.3A; A32.3F
50970	Taylor, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Taylor</p>	
48885	Taylor, Lane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lane Taylor</p>	A32.3A; A32.3F
48377	Taylor, Linnea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Linnea Taylor</p>	A32.3A; A32.3F
42958	Taylor, Mariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariah Taylor</p>	A32.3A; A32.3F
55849	Taylor, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Taylor</p>	
49474	Taylor, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Taylor</p>	A32.3A; A32.3F
54604	TAYLOR, MCKENNA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MCKENNA TAYLOR</p>	A32.3A; A32.3F
46079	taylor, meagan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, meagan taylor</p>	A32.3A; A32.3F
39768	Taylor, Megan	No gondola, especially out of the question in Utah roadless wilderness.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47439	Taylor, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Taylor</p>	A32.3A; A32.3F
55265	Taylor, Payton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Payton Taylor</p>	A32.3A; A32.3F
46085	Taylor, Quin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quin Taylor</p>	A32.3A; A32.3F
46569	Taylor, Rone	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rone Taylor</p>	
42709	Taylor, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Taylor</p>	A32.3A; A32.3F
50264	Taylor, Satori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Satori Taylor</p>	A32.3A; A32.3F
54989	Taylor, Sommers	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sommers Taylor</p>	A32.3A; A32.3F
39243	Taylor, William	<p>I support the enhanced bus system, either option. But I do believe it needs to stop at the trailheads so we have a system that isn't serving just one part of the canyon, but the entirety of the canyon. This is supposed to be for as many people as possible, and only serving the ski resorts does not serve that function.</p>	A32.29VV
44109	Teagle, Maja	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maja Teagle</p>	
47315	Teahan, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Teahan</p>	A32.3A; A32.3F
45784	Teater, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Teater</p>	A32.3A; A32.3F
55276	Tedrow, Shelby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shelby Tedrow</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55760	Teer, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Teer</p>	A32.3A; A32.3F
56207	Teerlink, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Teerlink</p>	A32.3A; A32.3F
55944	Tehrani, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Tehrani</p>	A32.3A; A32.3F
46480	Teigen, Katharine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katharine Teigen</p>	
40233	Teitelbaum, Herta	No gondola in the Canyon, please. Herta	A32.29VV
40231	Teitelbaum, Herta	PLEASE: NO GONDOLA IN THE CANYON!	A32.29VV
54264	Telesco, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Telesco</p>	A32.3A; A32.3F
51111	Telford, Camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camryn Telford</p>	A32.3A; A32.3F
46217	Telford, Kendra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendra Telford</p>	A32.3A; A32.3F
46892	Telford, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Telford</p>	
46683	Teller, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Teller</p>	A32.3A; A32.3F
49155	Temple, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Temple</p>	A32.3A; A32.3F
50437	Templeton, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Templeton</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44033	Templin, Molly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Molly Templin</p>	A32.3A; A32.3F
43105	Tempus, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Tempus</p>	A32.3A; A32.3F
49676	Temus, Alex	<p>To whom it may concern,</p> <p>Let's take it down a notch and not use \$1.5 billion just to benefit a few companies that profit from skiers in LCC.</p> <p>Let's used a small fraction of that to require shuttle bus use in the canyon during the winter and avoid building a massive gondola that may likely end up abandoned and useless like so many do.</p> <p>Regards, Alex Temus</p>	A32.29VV
39275	Temus, Alex	<p>reviewing the supplemental information, I'm glad to see that mitigation efforts are being addressed for the ecosystem and other aspects of the canyon, however I'm concerned that the estimates for the impact a gondola would have are being minimized far too significantly. The 1/2 a billion dollar price tag is only for the first phase on construction, and udot is ignoring that the majority of residents have said that they DO NOT want to spend their tax dollars on a system that ONLY benefits the ski resorts and people able to spend thousands on ski passes and equipment every year.</p> <p>The impact of construction equipment in the canyon is being minimized - It will cause significant road blockages for years while this obscene gondola is built. I am a resident who primarily uses the canyon in the summer, and I can't believe that I am expected to give up use of the canyon, pay for wealthy skier's convenience, and get a tremendous eyesore of a gondola with it's constant noise overhead.</p> <p>And when it was the last time a construction project went exactly as planned and didn't require numerous ad hocs or material delays that delayed the project? We don't even have the full cost, this is terrible.</p>	A32.29VV
50660	Temus, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Temus</p>	
41610	Tenbroek, Jens	I am vehemently against this as it violates the roadless rule. Our wilderness needs to be protected and this negatively impacts it.	A32.3A
44589	Tender, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Tender</p>	A32.3A; A32.3F
49369	Tenerelli, Angelo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angelo Tenerelli</p>	A32.3A; A32.3F
51116	Tenney, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Erika Tenney	
46830	Tenzer, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Tenzer</p>	A32.3A; A32.3F
42650	Terhune, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Terhune</p>	A32.3A; A32.3F
52339	Terranova, Krista	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Krista Terranova</p>	A32.3A; A32.3F
55208	Terrence, Henry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Henry Terrence</p>	
48979	Terres, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Terres</p>	A32.3A; A32.3F
41564	Terrill Wilson, Cayce	<p>Hi,</p> <p>I'm Cayce and I'm a resident of Sandy, UT, a Utah voter, and an avid user of Little Cottonwood Canyon (LCC). In fact, it was a large factor in the decision for my wife and me to purchase a home in Sandy last year. I rely on LCC year-round to fill my needs for enjoying and exploring nature - from trail running and rock climbing to skiing and hiking. On average, I probably spend 2-3 days/week in LCC. Suffice to say, I care deeply about the future of LCC and am deeply opposed to the plan of adding a gondola to the canyon.</p> <p>My opposition to the gondola is multi-faceted. First, LCC is part of the Uinta-Wasatch-Cache National Forest and the motto for all national forest land is "land of many uses" which is very true for LCC. The canyon is enjoyed and loved by rock climbers, mountain bikers, resort skiers/snowboarders, backcountry, skiers/snowboarders, hikers, trail runners, backpackers, birders, the list goes on. Yet, the gondola only seeks to serve one type of user - resort skiers/snowboarders. It's unfathomable to me that we'd consider a solution that is so limited in who it serves and so universal in who it burdens. The financial burden of the gondola is fiscally irresponsible. It seeks to primarily benefit the resorts of Snowbird and Alta at the cost of the taxpayer. Furthermore, the gondola will create irreversible damage to the aesthetic and natural habitat of the canyon in a way alternatives (such as more buses, imposing a toll on the road (especially a progressive one for private vehicles with single occupants, or widening the road) will not. The gondola is a 0 to 100 solution when there are plenty of reasonable intermediate solutions that are strong candidates to achieve the desired goals for the project.</p> <p>I hope you will reflect on the thoughts and sentiment I've shared and realize there are thousands of citizens that share my opinion. Please listen to the people that pay the taxes not the resorts and individuals that stand to gain fiscally from the gondola. Please protect and preserve LCC by saying no to the gondola and choosing the right path of finding a solution that meets the needs of the many people that access this sacred land of many uses.</p> <p>Thank you, Cayce Terrill Wilson Sandy, UT</p>	A32.29VV
41600	Terrill, Raneë	<p>Just NO!! It is an incredibly expensive both financially and environmentally, short-sighted, solution for the elite that serves the two resorts and no one else. Please consider that there are more options, less expensive, less invasive, that can be embraced to serve all.</p>	A32.29VV
50243	Terroir, Lewis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lewis Terroir</p>	
49476	Terry, Crew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crew Terry</p>	A32.3A; A32.3F
44158	Terry, Griffin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Griffin Terry</p>	A32.3A; A32.3F
52246	Terry, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Terry</p>	A32.3A; A32.3F
44551	Terry, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Terry</p>	
51767	Terry, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Terry</p>	A32.3A; A32.3F
44576	terry, sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sydney terry</p>	A32.3A; A32.3F
42231	Terry, William	<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p>	A32.3A; A32.3F
39983	Tessier, Jacob	<p>I do not want a gondola impacting the wilderness and recreation area. Come up with a more efficient bus system and use existing infrastructure</p>	A32.3F; A32.10G
53701	Tessman, Audra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audra Tessman</p>	
55990	Test, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Test</p>	A32.3A; A32.3F
42237	Teton, James	<p>I am in favor of the phasing in of enhanced bus service and, after evaluating the results , if the widening of the road for a bus lane is necessary I would favor that instead of a Gondola. The air quality would improve if more busses and less vehicles is the goal. The cost for Gondola B, which I suspect is estimated but not what the real end cost would be as in the case of most projects it would probably double. And the fact that if we have winters like this in the future the Gondolas would not be safe transportation with the frequent avalanche warnings. I along with almost all of the people I've talked to and the local governments all favor NOT building the Gondola. Especially since it would mean that taxpayers like I who do not use the canyons for skiing will more than likely be left on the hook for paying the bonds for the infrastructure.</p>	A32.29VV
49495	Tetreault, Randi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Randi Tetreault</p>	A32.3A; A32.3F
45402	Tetzl, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Tetzl</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53168	Tew, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Tew</p>	A32.3A; A32.3F
41764	Tew, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Tew</p>	A32.3A; A32.3F
54595	Tew, Craig	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Craig Tew</p>	A32.3A; A32.3F
54594	Tew, Dawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawn Tew</p>	
54597	Tew, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Tew</p>	A32.3A; A32.3F
53240	Tew, Shanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shanda Tew</p>	A32.3A; A32.3F
55116	Thacker, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Thacker</p>	A32.3A; A32.3F
48600	Thacker, Kassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kassie Thacker</p>	
43594	Thackeray, Kiley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiley Thackeray</p>	A32.3A; A32.3F
49039	Thalhammer, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Thalhammer</p>	A32.3A; A32.3F
49014	Tharp, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Tharp</p>	A32.3A; A32.3F
51108	Thatcher, Demi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Demi Thatcher</p>	
47976	Thatcher, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Thatcher</p>	A32.3A; A32.3F
49973	Thatcher, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Thatcher</p>	A32.3A; A32.3F
53551	Thaxton, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brianna Thaxton</p>	
53066	Thaxton, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Thaxton</p>	A32.3A; A32.3F
54333	Thayer, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Thayer</p>	A32.3A; A32.3F
49298	Thayer, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Thayer</p>	A32.3A; A32.3F
53396	Thayne, Jess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jess Thayne</p>	
48324	Theler, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Theler</p>	A32.3A; A32.3F
55533	theobald, amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, amanda theobald</p>	A32.3A; A32.3F
54660	Theodore, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Theodore</p>	A32.3A; A32.3F
43195	Thess, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Thess</p>	
53302	Theurer, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Theurer</p>	A32.3A; A32.3F
51485	Theurer, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Theurer</p>	A32.3A; A32.3F
48171	Thielges, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Thielges</p>	A32.3A; A32.3F
39260	Thieme, David	Busses are still the best option for the long term for a number of reasons including their environmental footprint. Tolls are a terrible idea. No tolls!	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42848	Thivierge, Sydni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydni Thivierge</p>	A32.3A; A32.3F
45042	Thoman, Tess	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tess Thoman</p>	A32.3A; A32.3F
46931	Thomas, Afton	<p>To whom it may concern,</p> <p>You're killing everything that is good about LCC. I visit annually over going to any other state in the west BECAUSE of your bus system, I don't have to rent a car, it's so easy and convenient for a large group, and it's the best and safest way up the pass. This year, it took HOURS to get on a bus because you cut the fleet!!! WHY! So you can find this needless and harmful project? THIS IS NOT PROGRESS, THIS IS NOT THE FUTURE. THE BUSSES WORK. INVEST IN BUSESSES.</p> <p>Being from the east coast, coming to the canyons is literally the highlight of our year. I will have to move my annual trips (sometimes twice a year) elsewhere because of this we're missing out on the thing we love most, SKIING. AND FOR NO. GOOD. REASON.</p> <p>Please stop this nonsense (!!!) I know you know in your hearts it's wrong. Listen to them.</p> <hr/> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Afton Thomas</p>	
50952	Thomas, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Thomas</p>	A32.3A; A32.3F
50322	Thomas, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Thomas</p>	A32.3A; A32.3F
47758	Thomas, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher Thomas</p>	A32.3A; A32.3F
48971	Thomas, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beth Thomas</p>	
52202	Thomas, Brandi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandi Thomas</p>	A32.3A; A32.3F
41530	Thomas, Brittney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittney Thomas</p>	A32.3A; A32.3F
53413	Thomas, Cameron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cameron Thomas</p>	A32.3A; A32.3F
44448	Thomas, Carrissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carrissa Thomas</p>	
45825	Thomas, Cathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cathy Thomas</p>	A32.3A; A32.3F
51062	Thomas, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Thomas</p>	A32.3A; A32.3F
45845	Thomas, CJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, CJ Thomas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45772	Thomas, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Thomas</p>	A32.3A; A32.3F
51300	Thomas, Cory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cory Thomas</p>	A32.3A; A32.3F
44997	Thomas, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Thomas</p>	A32.3A; A32.3F
49795	Thomas, Dawson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dawson Thomas</p>	
56052	Thomas, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Thomas</p>	A32.3A; A32.3F
46145	Thomas, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Thomas</p>	A32.3A; A32.3F
52582	Thomas, Isabella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabella Thomas</p>	A32.3A; A32.3F
39378	Thomas, Jill	<p>Roadless Rule boundaries must be upheld over building gondola towers! Once our beautiful canyon forests are destroyed by gondola construction, Little Cottonwood Canyon will NEVER be the same. I don't ski, but I do hike. Please protect the forests for everyone's use, not just seasonal skiers!</p>	A32.3A
44046	Thomas, Jonah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonah Thomas</p>	
45951	Thomas, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Thomas</p>	A32.3A; A32.3F
56093	Thomas, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Thomas</p>	A32.3A; A32.3F
53248	Thomas, Laura	<p>To whom it may concern,</p> <p>As a long-time resident of Salt Lake, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Thomas</p>	
52931	thomas, Lilly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lilly thomas</p>	A32.3A; A32.3F
55488	Thomas, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Thomas</p>	A32.3A; A32.3F
51883	Thomas, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Thomas</p>	A32.3A; A32.3F
52692	Thomas, McKennah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Thomas</p>	
52523	Thomas, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Thomas</p>	A32.3A; A32.3F
55625	Thomas, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen Thomas</p>	A32.3A; A32.3F
43438	Thomas, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Thomas</p>	A32.3A; A32.3F
52749	thomas, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah thomas</p>	
45506	Thomas, Saylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Saylor Thomas</p>	A32.3A; A32.3F
40332	Thomas, Scott	<p>Why haven't we seen electric buses mentioned in the EIS? The gondola system as proposed is a horrible plan. It would be detrimental to the environment and beauty of Little Cottonwood Canyon. As far a traffic is concerned it would only be kicking the can down the road. It would create terrible traffic bottlenecks farther down into residential neighborhoods.</p>	A32.29VV
49793	Thomas, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Thomas</p>	A32.3A; A32.3F
43024	Thomas, Tara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tara Thomas	
49600	Thomas, Torrie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torrie Thomas</p>	A32.3A; A32.3F
52962	Thomas, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Thomas</p>	A32.3A; A32.3F
40706	Thomas, Tristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristen Thomas</p>	A32.3A; A32.3F
41238	Thomas, Will	The whole project continues to be unnecessarily underscoped. Sub sizing two private ski resorts in one canyon without a comprehensive regional plan that accounts for other user groups doesn't make that much sense at the price tag. Ask Alta and Snowbird for at least 100 million of cost-sharing. If the economics don't work for them to contribute as the primary beneficiaries then the economics of the project as a whole are not sound (even without considering all the other impacts).	A32.29VV
51940	Thomassen, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Thomassen</p>	
53157	Thomaz, Sabrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sabrina Thomaz</p>	A32.3A; A32.3F
55688	Thompso, Xzavier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xzavier Thompso</p>	A32.3A; A32.3F
55316	Thompson, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Thompson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50697	thompson, Anneka	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anneka thompson</p>	A32.3A; A32.3F
51829	Thompson, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Thompson</p>	A32.3A; A32.3F
40658	Thompson, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Thompson</p>	A32.3A; A32.3F
54882	Thompson, Brock	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brock Thompson</p>	
39276	Thompson, Christen	<p>The study needs to present a tunnel option. A tunnel would produce the least amount of disturbance to the canyon and allow for the tunnel to continue into Park City and the new MayFlower Resort by Jordanelle.</p> <p>Really the Wasatch Back needs a WasatchBackTrain and a tunnel up the canyon would be a great connecter and start to a unified mass transit system.</p> <p>The tunnel would be cheaper to build than the gondola, while allowing for faster transportation. See the SLTrib article pointing out a tunnel could be built for 1/3 of the cost of the Gondola.</p> <p>There are many excellent examples of tunnels being built in similar terrain in China, Europe and elsewhere.</p> <p>UDOT should invest in a tunnel system connecting our communities and resorts allowing for quick and rapid travel that the citizens of Japan, China, Europe already enjoy.</p>	A32.29VV
52381	Thompson, Cloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cloe Thompson</p>	A32.3A; A32.3F
47100	Thompson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Thompson</p>	A32.3A; A32.3F
45895	Thompson, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Thompson</p>	
43716	Thompson, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Thompson</p>	A32.3A; A32.3F
39476	Thompson, James	<p>As you should/might know, not only do both sides of western Little Cottonwood Canyon have nearby designated wilderness areas, there are a few areas even in the bottom of the canyon that were identified/inventoried as "roadless areas" by the Forest Service itself back in either 2001 or 2003. While it is true that some small sorts of development can occur on Forest Service roadless lands like additional or improved foot trails or small "ranger cabin-like" structures, large scale-type structures are or SHOULD NOT be allowed. One such type of structure would be the numerous towers (and cables) needed for a Gondola. Not only would these structures ruin many natural viewsheds up and down the canyon, I'm sure that plenty of surface disturbance will have to occur to build the towers. Again, if a Gondola is built, it will only detract from the natural beauty of the canyon--and never will enhance it, nor will it alleviate vehicular traffic congestion. I'm going to not mince words by saying the Gondola is one giant rip-off for the tax paying public of Utah. It will only serve 2 private companies (Snowbird & Alta Ski Resorts) and maybe a few out-of-state tourists. Building it is just too big of a price to pay to have something just blatantly intrude upon such a priceless beautiful public resource such as Little Cottonwood Canyon.</p>	A32.3A; A32.3F; A32.3G
47918	Thompson, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Thompson</p>	A32.3A; A32.3F
44345	Thompson, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jeremy Thompson</p>	
50095	Thompson, Joseph	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joseph Thompson</p>	A32.3A; A32.3F
48098	thompson, Kaydin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaydin thompson</p>	A32.3A; A32.3F
53785	Thompson, Kjersti	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kjersti Thompson</p>	A32.3A; A32.3F
56055	Thompson, Kristin	<p>To whom it may concern,</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>Regards, Kristin Thompson</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55017	Thompson, Laityn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laityn Thompson</p>	A32.3A; A32.3F
40565	Thompson, Mark	<p>Hello,</p> <p>I moved to Utah from New Zealand and was excited to see the gondola project. Though since moving here, I have met so many people that seen against it based on cost. So I wanted to contact you for some information and be more informed when I'm talking about it.</p> <ol style="list-style-type: none"> 1. How much did the original road cost to put into the Little Cottonwood Canyon when it was first built and an inflation adjusted figure for that cost too. 2. How much would it cost to put a road in today if there was not one there already? 3. How much does the road cost to keep maintained each year? 4. How many people can safely use the road in a single day (averaged over the year) and how many vehicles and their combined emissions? 5. How many people can the gondola carry per day? <p>Lastly, a couple of additional gondola ideas.</p> <p>Big Cottonwood Canyon to Solitude or Brighton, (line 1) Then a Guardsman Pass gondola to the Park City, (Line 2). It would be such a great year round attraction and way for people to get to some amazing destinations easily.</p> <p>A State Street gondola. Ideally, nestled into the base of Ensign peak (if the State Capitol was happy to have a gondola running overhead). Or it could start at City Creek and run the length of State Street, over the Point of the Mountain and into Lehi near Thanksgiving Point or the Lehi railway station. Salt Lake City has some incredible views of the Wasatch, a gondola would offer the most tremendous views. And on the 4th of July an amazing experience as you travel along the valley. Stations along the way would offer easy access to a good percentage of what the city has to offer.</p> <p>Looking forward to your reply</p> <p>Kind regards Mark Thompson</p>	A32.29VV
48545	Thompson, Marshall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Marshall Thompson	
47601	Thompson, Mattisen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mattisen Thompson</p>	A32.3A; A32.3F
40638	thompson, McKinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinley thompson</p>	A32.3A; A32.3F
43756	Thompson, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Thompson</p>	A32.3A; A32.3F
40393	Thompson, Mindy	I would like to voice my concern about the gondola option for Little Cottonwood Canyon. As a 49-year resident of Salt Lake, and a 30-day per year skier, I am horrified at the precedent that would be set by building a permanent structure in these designated roadless areas. Encroaching on federally protected areas because the gondola isn't technically a road is disingenuous at best. Please protect these roadless areas so my daughters can experience what I love about the Wasatch.	A32.3A; A32.3F; A32.3G
44414	Thompson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Thompson</p>	
56045	Thompson, Parker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Parker Thompson</p>	A32.3A; A32.3F
43008	Thompson, Raquelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Raquelle Thompson</p>	A32.3A; A32.3F
56359	Thompson, Ross	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ross Thompson</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55699	Thompson, Sheldon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sheldon Thompson</p>	A32.3A; A32.3F
47488	Thompson, Tamryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tamryn Thompson</p>	A32.3A; A32.3F
55246	Thompson, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Thompson</p>	A32.3A; A32.3F
49425	Thompson, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Thompson</p>	
41082	Thompson, Trelawney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trelawney Thompson</p>	A32.3A; A32.3F
50545	Thompson, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Thompson</p>	A32.3A; A32.3F
40450	Thoms, Sofia	<p>What is the plan to avoid the roadless wildlife/wilderness areas in little cotton wood canyon? How are you going to build towers, do maintenance on the towers, or even do gondola evacuations in these areas. Protecting and upholding the roadless rules to these areas has not been considered and it needs to be. How can you justify putting a Gondola in this area and upholding the nature of the wilderness areas? This is a reason why the gondola is not the solution for the canyons. There are other less invasive, less destructive, and less costly solutions. You should at least try them before you knock them.</p>	A32.3A; A32.3F; A32.3H
46128	Thomsen, Stevie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stevie Thomsen</p>	A32.3A; A32.3F
49161	thomson, Kolby	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kolby thomson</p>	
53439	Thomson, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Thomson</p>	A32.3A; A32.3F
45254	Thomson, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Thomson</p>	A32.3A; A32.3F
46193	thoreson, emilie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, emilie thoreson</p>	
48593	Thorkelson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Thorkelson</p>	A32.3A; A32.3F
55003	Thorley, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Thorley</p>	A32.3A; A32.3F
39994	Thorn, Ben	<p>You seem bound and determined to put this gondola project in motion even with strong evidence against it being a viable solution. It is going to cost 2-3 times what is budgeted for the complete project, the impact aesthetically and environmentally is too great and can not be mitigated, the rate at which it transports people per hour is not sufficient to justify the cost, it is not self-sustaining as it can not survive or function without subsidies from the local and state government, it is not invulnerable to issues with design flaws - life span - weather - wear and tear and human operator error, and lastly it will only serve to move the traffic issue from moving up the canyon to placing it at the bottom of the canyon. The gondola does not work for those trying to visit the resort for only a few hours or for those seeking to access anywhere but where the gondola loads and unloads. Why not try other things first before continually pushing for the gondola solution? Access the canyon is not a right but a privilege that has conditions attached to it and those conditions should not be subsidized by the public. Try the following in this order: Return to having annual vehicle safety inspections then any and all vehicles owners that will be entering the canyons must have correct tires in order to get a sticker to access the canyons (this would save a lot of issues for safety in the canyons - the traction law is weakly enforced), Increase busing services during winter months (divert them from downtown as the % use of UTA downtown and around the valley does not justify use - UTA is not a right it is a privilege, public transportation subsidies are wrong, put the transportation where it is paid for not everywhere - no subsidization), next Charge an annual toll to drivers that choose to drive their own vehicles, making the busing services more readily available together charging for individual drivers to pay for access will help to spread those accessing the canyon according to their comfort level of cost and time. It would seem that these measure should be tried first unless of course the intent of the gondola is to increase visitors to the resorts if that is the case then the resorts can pay for it not the citizens of Sandy or Utah. If the ski resorts are not profitable without subsidies then maybe they should close and cease to operate subsidizing their growth or access at the expense of the taxpayer should not ever be an option.</p>	A32.29VV
53449	Thorn, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Thorn</p>	
46516	Thornbury, A	<p>To whom it may concern,</p> <p>As a former resident of Utah & someone who truly loves the state, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, A Thornbury</p>	A32.3A; A32.3F
45069	thorne, aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, aspen thorne</p>	A32.3A; A32.3F
42503	Thorne, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Thorne</p>	A32.3A; A32.3F
55345	Thornley, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Thornley</p>	
45318	Thornock, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Thornock</p>	A32.3A; A32.3F
51311	Thornton, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Thornton</p>	A32.3A; A32.3F
50725	Thornton, Alanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alanna Thornton	
39743	Thornton, Barbara	I'm very concerned about the proposed Gondola's impact on some of the Wasatch Mountains protected areas and don't believe it should be exempt from the Roadless Rule. I believe that the Gondola's proposed benefits to the environment will not be worth the enormously detrimental impacts on our watershed, the soil integrity, the habitat of our wildlife and plants. I also believe the spirit of the Roadless Rule will be violated in constructing a means of transportation, even though it is technically not a road. I urge you to listen to the voices of the people who love our wilderness and wish to protect it. Recreational uses of the mountains are just one of the aspects of what make Utah great, but we also should be good stewards of this beautiful place we get to call home. It's a sacred responsibility to protect these areas for future generations and infringing on these Roadless areas that border on protected Wilderness areas will undermine that responsibility. Thank you.	A32.29VV
54909	Thornton, Robert	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Robert Thornton	A32.3A; A32.3F
40621	Thornton, Victor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Victor Thornton	A32.3A; A32.3F
44418	Thorp, Kathryn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kathryn Thorp	A32.3A; A32.3F
44171	Thorstenson, Megan	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Thorstenson</p>	
49236	Thorstrom, Crystal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crystal Thorstrom</p>	A32.3A; A32.3F
41111	Thorup, Suzanne	<p>I DO NOT want the Gondola to be a part of our community. It does not solve the traffic problem. Are still need to get to the parking structure, thus causing traffic back up in our neighborhood. Also I understand that it doesn't work during certain weather conditions.</p> <p>It will cost the consumer a lot more than they expected. Unknown costs are a great concern!</p>	A32.29VV
51942	Thredgold, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Thredgold</p>	A32.3A; A32.3F
48251	Thronsen, Bodi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bodi Throndsen</p>	
39696	Thueson, Con	I feel that building the gondola will negatively impact the roadless areas in LCC. I feel that using the Zion National Park approach to moving people up and down the canyon on the current road will have the least, if any, impact to the roadless areas and makes the most sense of all proposed solutions.	A32.29VV
43069	Thurber, Kei	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kei Thurber</p>	A32.3A; A32.3F
52771	Thurgood, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Thurgood</p>	A32.3A; A32.3F
50947	Thurgood, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Thurgood</p>	A32.3A; A32.3F
49829	Thurgood, Jacie	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacie Thurgood</p>	
42773	Thurlow, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Thurlow</p>	A32.3A; A32.3F
40458	Thurman, Candice	<p>Stop The gondola!??☹</p>	A32.29VV
40454	Thurman, Josh	<p>One possible argument against building gondolas in Little Cottonwood Canyon is that a train solution could be a more practical and efficient alternative. While gondolas may be a popular and picturesque transportation option for tourists, they may not be the best choice for year-round, reliable transportation for locals and commuters.</p> <p>A train solution could provide a more reliable and consistent means of transportation, with the ability to transport larger numbers of people at once. Trains are also typically more weather-resistant and less affected by extreme conditions such as high winds or heavy snowfall, which could disrupt or even shut down gondola operations.</p> <p>Additionally, a train system could potentially have a lower environmental impact than gondolas. Gondolas require large support towers and cables, which could impact local wildlife habitats and ecosystems. In contrast, a train system could utilize existing rail infrastructure and minimize its footprint.</p> <p>A train solution could potentially be more cost-effective in the long run. While building a train system may require a larger upfront investment, the ongoing maintenance and operating costs of gondolas could add up over time. A train system could also have a longer lifespan and potentially generate more revenue through increased ridership.</p> <p>Overall, while gondolas may be an attractive transportation option for tourists, a train solution could provide a more practical, efficient, and environmentally sustainable alternative for year-round transportation in Little Cottonwood Canyon.</p> <p>Another advantage of a train solution in Little Cottonwood Canyon is that it could potentially utilize tunnels through the mountain to avoid inclement weather conditions. Gondolas are susceptible to being shut down in high winds, heavy snowfall, and other extreme weather conditions, which could disrupt transportation and cause inconvenience for commuters and tourists alike.</p> <p>On the other hand, a train system could potentially travel through tunnels, which would protect it from harsh weather conditions and ensure consistent and reliable transportation year-round. This would also minimize the risk of accidents and delays caused by weather-related disruptions.</p> <p>In addition to providing a more practical and reliable transportation option, utilizing tunnels could also have environmental benefits. Tunnels could reduce the need for extensive support towers and cables that are required for gondolas, minimizing the impact on the local ecosystem and wildlife habitats.</p> <p>Therefore, when considering transportation options in Little Cottonwood Canyon, a train system that utilizes tunnels could provide a more sustainable and efficient solution that is less vulnerable to inclement weather and has minimal impact on the surrounding environment.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Another argument against building gondolas or a train system in Little Cottonwood Canyon is the use of public dollars to fund a project that primarily benefits two private entities, Snowbird and Alta. While these ski resorts may benefit from increased transportation options that bring more visitors to the area, it could be argued that public funds should not be used to support private enterprises.</p> <p>Moreover, it could be argued that the project may not provide equitable benefits to the broader public. The transportation options primarily benefit skiers and snowboarders visiting the two ski resorts, while the local residents and communities may not see significant benefits. The use of public funds could potentially be seen as favoring private interests over public needs.</p> <p>Additionally, building a transportation system in Little Cottonwood Canyon could lead to increased traffic and congestion in the area, potentially causing environmental damage and affecting the quality of life for local residents. The impacts of increased traffic and congestion should be carefully considered before investing public dollars into a transportation project that primarily benefits private entities.</p> <p>In conclusion, while building gondolas or a train system in Little Cottonwood Canyon may provide benefits for tourists and ski resorts, the use of public funds to support private enterprises and potential negative impacts on the surrounding environment and communities should be carefully considered before moving forward with the project.</p> <p>I moved to Sandy in 2004 specifically to be in the midst of the beauty of LCC - This project threatens not only nature's well-being but those humans who have become one with LCC.</p> <p>I appreciate your consideration and pray that LCC's natural wonder and beauty isn't forever lost to human disregard... Local Utahn's are counting on you to do the right thing for ALL of Utah.</p> <p>Regards, Josh Thurman</p>	
45115	Thurnau, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Thurnau</p>	A32.3A; A32.3F
51745	Tibbitts, Dannielle	<p>To whom it may concern,</p> <p>I live in Idaho but visit Utah often and love to ski in Utah. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dannielle Tibbitts</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
42943	Tibke, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Tibke</p>	A32.3A; A32.3F
46472	Tibolla, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Tibolla</p>	A32.3A; A32.3F
43305	Tidmore, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Tidmore</p>	A32.3A; A32.3F
42625	tidwell, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma tidwell</p>	
41416	Tietjen, Jacque	<p>Why has the Roadless Rule not been addressed? There are 3 areas on the map that are in RACR protected areas. You can't do construction, build roads, or harvest timber in these areas and UDOT should NOT be exempt.</p> <p>What about all the avalanche paths you want to put towers in? A number of towers as well as the angle station are in slide path areas. A massive slide in Tanners Gulch for example would completely wipe out that angle station, costing more money.</p> <p>The public has been VERY vocal about their concerns and we feel they are being ignored. We DEMAND the gondola be taken to a legislative vote if you want our tax dollars to pay for it.</p> <ul style="list-style-type: none"> -It will put more people in the canyon without improving transit and without studying how many daily visitors the canyon can handle. - It won't stop at non-resort backcountry trailheads, leaving non-resort users to deal with traffic. - It won't operate during active avalanche mitigation. - It will permanently disrupt trailheads, recreation and bouldering areas, marring views and causing constant noise. - Construction will cause delays and highway closures for at least 5-10 years. - Construction debris will jeopardize a critical watershed supplying most of the Salt Lake Valley's drinking water. -It will inevitably cost more than predicted due to ever rising building costs -It sill does NOTHING to solve the issues in Big Cottonwood Canyon where traffic is WORSE. <p>PLEASE. More busses, and make it year round. people will ride them if you add bus stops to other trailheads popular with backcountry users. toll the road or ban all non canyon vehicles completely and much like Zion NP runs their main road.</p>	A32.3A; A32.3F
45690	Tiles, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Tiles</p>	A32.3A; A32.3F
40216	Tiller, Brianna	<p>Please do not implement the gondola. This is a permanent, year-round fixture that will impact the views, and land for a 3 to 4 month problem.</p> <p>You can enhance the bus services with no widening and the travel time will be the same.</p> <p>Then you have the ability to adjust the number of buses in circulation based on the season.</p>	A32.29VV
53530	Tilley, Mikell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikell Tilley</p>	
50229	Tilley, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Tilley</p>	A32.3A; A32.3F
53375	Tillmann, Kenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenna Tillmann</p>	A32.3A; A32.3F
47564	Tilly, Jeb	<p>To whom it may concern,</p> <p>Although I live in Colorado, I have spent a lot of time in LCC and the greater Salt Lake area.</p> <p>I oppose the Little Cottonwood Canyon Gondola project as it currently sits for two primary reasons:</p> <p>1) the cost is excessive, and not born by the people who stand to benefit from the project: resort users. Public opinion surveys overwhelmingly show support for private funding, meaning resorts would pay for the Gondola.</p> <p>2) It suggests no implementation plan or incentive to solve travel problems using simple, immediate measures. At the very least, resorts should be required to use occupancy-based tolling, enforcement of the traction law, and mandatory parking reservations. for people who drive to their lots.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>In addition, the project should offer incentives to non-resort users, such as enhanced parking, trailhead access, new trails or new access to non-commercial recreation.</p> <p>Regards, Jeb Tilly</p>	
43610	Tilly, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Tilly</p>	A32.3A; A32.3F
55812	Tilt, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Tilt</p>	A32.3A; A32.3F
44633	Tilton, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Tilton</p>	A32.3A; A32.3F
54345	Tilton, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Tilton</p>	
49980	Timboe, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Timboe</p>	A32.3A; A32.3F
45228	Timer, Travis	<p>To whom it may concern,</p> <p>I oppose a taxpayer funded project that only serves to fill the pockets of two private companies. Ask the forest service to admend the ski resorts operating permits to only allow them to sell tickets to a certain capacity that the canyon can handle. We can not let these private companies continue to grow without a limit on capacity.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Timer</p>	A32.3A; A32.3F
44686	Timm, Ben	<p>To whom it may concern,</p> <p>I am opposed the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. Get more busses, have a toll on vehicles or something that makes actual sense.</p> <p>The gondola is a bloody idiotic idea. Not only is it an ineffective form of transportation at a very limited capacity, but it's got a lot of other problems that make it a total waste of taxpayer money.</p> <p>It will not will not improve traffic congestion since all the parking at Snowbird and Alta is still there. Instead, you're allowing more people to congest an already congested canyon. We</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>don't need anymore people up there. I won't support an initiative in our back yard that will irreparably alter the Twin Peak and Lone Peak areas, threaten our watershed, destroy climbing, running, and sightseeing areas residents of salt lake recreate on during summer months, and it will especially hurt backcountry skiing. You're trying to help the ski areas, but this is a project that is only going to hurt the local community of skiers and boarders.</p> <p>Regards, Ben Timm</p>	
55879	Timm, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Timm</p>	A32.3A; A32.3F
53546	timm, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen timm</p>	A32.3A; A32.3F
50676	Timm, Peyton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peyton Timm</p>	A32.3A; A32.3F
50812	Timmins, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dane Timmins</p>	
39395	Timmins, Joseph	2 primary concerns I have about the problem impact of installing a gondola: people are not going to want to give up their autonomy (autos) , the Roadless Areas law is being ignored. Neither make for a sustainable healthy wilderness environment.	A32.3A
47258	timmons, blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, blake timmons</p>	A32.3A; A32.3F
40353	Timpson, Heidi	<p>No gondola, please! Little Cottonwood is a cherished Utah gem and constructing a gondola would destroy the iconic view, destroy the mountain including popular bouldering sites, and compromise our water quality. Funding such a massive project makes no sense for a system that will only be functional during the ski season. The rest of the year it would be a huge eye sore. Not to mention, it would not solve the traffic problem. People will still drive their cars because they won't want to pay for the gondola, traffic will still be congested getting the parking garage.</p> <p>Please support tolling and increased bus routes.</p>	A32.29VV
49470	Timpson, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Timpson</p>	A32.3A; A32.3F
39249	Tin, Christopher	<p>Love the gondola idea. Utah has the will to implement this revolutionary idea that will reduce emissions and traffic for future generations.</p> <p>Not to mention it's safer and will provide access to many more people!</p>	A32.29VV
46602	Tingey, Erica	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Tingey</p>	
54998	Tingey, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Tingey</p>	A32.3A; A32.3F
54999	Tingey, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Tingey</p>	A32.3A; A32.3F
48433	Tingey, Nate	<p>To whom it may concern,</p> <p>As a multigenerational local born and raised at the base of LCC,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Nate Tingey	
55000	Tingey, Sawyer	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sawyer Tingey	A32.3A; A32.3F
41248	Tinius, Graham	I strongly oppose the suggested gondola in LCC. I believe it violates the Roadless Rule. I believe the negative impacts it will have greatly outweigh the positive. I urge you to say no to the gondola.	A32.3A
49447	Tinkham, Kaden	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Kaden Tinkham	A32.3A; A32.3F
51149	Tinsley, Victoria	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Victoria Tinsley	A32.3A; A32.3F
39644	tiplitz, lillian	The biggest problem appear to be on road closure days. Why can't the solution start with the snow shed to prevent road closure. Then re-evaluate to see if more is needed.	A32.29VV
44044	Tipper, Ben	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am an active user of these ski resorts and this still sounds like a bad idea</p> <p>Regards, Ben Tipper</p>	
41212	Tipton, Lauren	No Gondola!!!	A32.29VV
44933	Tirado, Rose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rose Tirado</p>	A32.3A; A32.3F
52383	Tirman, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Tirman</p>	A32.3A; A32.3F
48208	Tison, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brenna Tison	
45127	Titley, Katie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Katie Titley	A32.3A; A32.3F
39399	Titus, Reece	Not only will the gondola not help the cottonwood traffic it would affect the big cottonwood traffic forcing the mass of people trying to get up the canyon into a parking lot creating a new line of traffic. A big impact this year for me has been not being able to take the bus from the north entrance to the canyon. I used to park in the swamp lot and take the bus from there but haven't been able to this year. Better bus system in my eyes is much better than the biggest gondola in North America	A32.29VV
47080	Titus, Reece	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Reece Titus	A32.3A; A32.3F
49175	Tobey, Caden	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Caden Tobey	A32.3A; A32.3F
55313	Tobiasson, Chloe	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Tobiasson</p>	
44440	Tobin-Rosman, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Tobin-Rosman</p>	A32.3A; A32.3F
45575	Tobler, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Tobler</p>	A32.3A; A32.3F
44506	Todd, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Alyssa Todd	
40264	Todd, Barton	Do the gondola. It's the only thing that makes sense.	A32.29VV
54893	Todd, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Todd</p>	A32.3A; A32.3F
39887	Todd, Michelle	I am against the impact of the Gondola and the removal of rocks, encroachment on wildlife, watersheds and the extraordinary costs that should be spent elsewhere. If the bus system were more proficient, we could get many more people up the canyon. The one weekend the travel council helped implement more buses, it all worked much better. The Gondola will forever change what our canyon is and it will be an absolute desecration of our land.	A32.29VV
39542	Todd, Patricia	<p>I wish the comments actually counted, we SHOULD vote on this potential billion dollar project-paid by taxpayers...yet benefiting only two privately owned ski resorts.</p> <p>We SHOULD have voted on the NSA building-it's servers consume 1.7 million gallons of culinary water per DAY.</p> <p>We should have voted on the Taxless Amazon facility, it's servers also suck mass quantities of water. We should have voted on the outrageous over budget move of the prison from precious Draper Land.</p> <p>We should have voted on the inland port-and we should be voting on this ridiculous project.</p> <p>I vote NO.</p>	A32.29VV
53910	todd, ruth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ruth todd</p>	A32.3A; A32.3F
41792	Todd, Teva	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teva Todd</p>	
42628	Todorov, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Todorov</p>	A32.3A; A32.3F
49436	Togni, JaNae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JaNae Togni</p>	A32.3A; A32.3F
46627	Toia, Kailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailey Toia</p>	A32.3A; A32.3F
47665	Tokos, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Tokos</p>	
55839	Tokuyama, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Tokuyama</p>	A32.3A; A32.3F
54258	Tolbert, Ariana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ariana Tolbert</p>	A32.3A; A32.3F
46099	Toledo, AJ	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, AJ Toledo</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53651	Toledo, Karly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karly Toledo</p>	A32.3A; A32.3F
54175	Tollstrup, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Tollstrup</p>	A32.3A; A32.3F
47372	Tolman, Miya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miya Tolman</p>	A32.3A; A32.3F
39706	Tolman, Shannon	Please no gondola	A32.29VV
40947	Tomaras, Leo	Anything besides what we have right now the congestion with the cars the buses are full. Gondola or tram or train anything. I am in favor of the gondola	A32.29VV
40946	Tomaras, Maryanda	The congestion is a nightmare. We need other solutions and I think the gondola is it	A32.29VV
53055	Tomas, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Tomas</p>	
49301	Tomblin, Ashlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlee Tomblin</p>	A32.3A; A32.3F
48960	Tomlinson, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Tomlinson</p>	A32.3A; A32.3F
50308	Tompkins, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Tompkins</p>	A32.3A; A32.3F
46795	Tomscheck, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Tomsheck</p>	
44255	Tone, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Tone</p>	A32.3A; A32.3F
46053	Toner, Denver	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Denver Toner</p>	A32.3A; A32.3F
42621	Tonis, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Amanda Tonis</p>	
41129	Toole, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Toole</p>	A32.3A; A32.3F
43323	TOOLE, JESSICA	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JESSICA TOOLE</p>	A32.3A; A32.3F
53888	Toone, Kadence	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kadence Toone</p>	A32.3A; A32.3F
49759	Topacio, Makenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenna Topacio</p>	
51569	Topham, Isabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Topham</p>	A32.3A; A32.3F
51579	Topham, Kisten	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kisten Topham</p>	A32.3A; A32.3F
40316	Topham, Melanie	<p>The fact that the gondola would be built within three federally protected roadless areas (Twin Peaks, Lone Peak, and White Pine roadless areas) means that construction should be prohibited in these areas. Protect our air, water, wildlife, and recreation opportunities. The gondola should not qualify as an exception to the roadless rule.</p> <p>Making the assumption that all buses would be diesel powered shows only part of the story. UDOT should adjust the analysis to consider electric buses. Without this, the report is incomplete.</p>	A32.3F
39438	Topham, Melanie	<p>Keep Little Cottonwood Canyon beautiful and scenic, without unsightly gondola towers. Keep the roadless rule areas intact, without gondola towers and the access roads that would be needed to build and maintain them. Keep working on year-round regular bus service to ski resorts and trailheads. Keep encouraging hikers and skiers to carpool through ride-share web sites and parking fees. Keep using tax dollars on roads and infrastructure that benefit Utahns, not just tourists and skiers. Make sense: no gondola in LCC.</p>	A32.3A; A32.3F
49762	torello, kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kathryn torello</p>	
41464	tornell, Annika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annika tornell</p>	A32.3A; A32.3F
46173	Toronto, Abram	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abram Toronto</p>	A32.3A; A32.3F
53025	Torrence, Kendal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendal Torrence</p>	A32.3A; A32.3F
41182	Torres, Alejandro	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alejandro Torres</p>	
49719	Torres, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Torres</p>	A32.3A; A32.3F
53401	Torres, Chayce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chayce Torres</p>	A32.3A; A32.3F
55004	Torres, Galilea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Galilea Torres</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44072	Torres, Jose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jose Torres</p>	A32.3A; A32.3F
49359	Torres, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Torres</p>	A32.3A; A32.3F
40889	Torres, Peter	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
51240	Torres, Peter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Peter Torres</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51259	Torres, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Torres</p>	A32.3A; A32.3F
54917	Torretta, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Torretta</p>	A32.3A; A32.3F
54004	Torretta, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Torretta</p>	A32.3A; A32.3F
47088	Torrey, Lucie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucie Torrey</p>	
54670	Torrie, Clay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clay Torrie</p>	A32.3A; A32.3F
47004	Toth, Alida	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alida Toth</p>	A32.3A; A32.3F
48427	Toth, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Toth</p>	A32.3A; A32.3F
43183	Totuka, Yudai	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yudai Totuka</p>	
49859	Tourbin, Kyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyler Tourbin</p>	A32.3A; A32.3F
46604	Tovar, Teresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teresa Tovar</p>	A32.3A; A32.3F
55232	Towery, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Towery</p>	A32.3A; A32.3F
44971	town, Xander	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xander town</p>	
43747	Townsend, Britton	<p>To whom it may concern,</p> <p>LISTEN!!!!</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britton Townsend</p>	A32.3A; A32.3F
43896	Townsend, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Townsend</p>	A32.3A; A32.3F
45095	Townsend, Sally	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Sally Townsend</p>	
44824	Townshend, Daisy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daisy Townshend</p>	A32.3A; A32.3F
49488	Towse, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Towse</p>	A32.3A; A32.3F
55377	Toydemir, Doruk	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost and more environmentally aware solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Doruk Toydemir</p>	A32.3A; A32.3F
52605	Toyn, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Toyn</p>	
50755	Toyn, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Toyn</p>	A32.3A; A32.3F
40225	Trachtenberg, Joel	No to gondola. Yes to enhanced bus service without widening. There should be express buses which go to top and alternate buses which stop at TH.	A32.29VV
49794	Tracy, Missy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Missy Tracy</p>	A32.3A; A32.3F
48063	Trafas, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Trafas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55066	Traidl, Emil	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emil Traidl</p>	A32.3A; A32.3F
43112	Tramel, Tayshaun	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tayshaun Tramel</p>	A32.3A; A32.3F
41826	Tramp, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Tramp</p>	A32.3A; A32.3F
45169	Tran, Tammy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tammy Tran</p>	
51372	Trantow, Tristan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristan Trantow</p>	A32.3A; A32.3F
49633	Trapp, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Trapp</p>	A32.3A; A32.3F
40474	Trapp, Porter	I was born and raised at the mouth of LCC, and there is nothing I want less than to see a gondola obstructing and destroying the beauty of that canyon	A32.29VV
53674	Traub, Wyeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyeth Traub</p>	A32.3A; A32.3F
55858	Trauscht, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Trauscht</p>	
41586	Treadway, Jennifer	<p>A gondola has no place in LCC and should not be exempt from the Roadless Rule. UDOT should focus its efforts on solutions that benefit all users without causing irreparable damage.</p>	A32.3A; A32.3G
44836	Treanor, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Treanor</p>	A32.3A; A32.3F
44953	treanor, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter treanor</p>	A32.3A; A32.3F
42527	Treene, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Charlie Treene	
43860	Tremblay, Mathieu	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mathieu Tremblay</p>	A32.3A; A32.3F
56058	Tremblay, Jon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jon Tremblay</p>	A32.3A; A32.3F
42086	Trembley, Jonathan	<p>Hell members of UDOT,</p> <p>I've been a long time resident of Holladay and a frequent user of Little Cottonwood Canyon year round. I sincerely ask that you please re-consider going forward with the recommendation to add the gondola to the Regional Transportation Plan.</p> <p>Research by "students of the wasatch" group shows 89% of Utah residents are opposed to building the gondola. The claimed 30% reduction in traffic can be accomplished with multiple other solutions that do not ruin the natural beauty of the canyon or cost Utah residents \$1.4 BILLION dollars. The canyon is used by many more people throughout the year beyond skiers/ riders of Alta/ Snowbird, none of whom would benefit from the gondola.</p> <p>As a frequent user of the canyon, I strongly advocate and practice carpooling, bussing, and parking reservations. Strictly abiding by those rules to preserve the canyon the best way I can, and I'm more than happy to. As a dedicated back country skier who finds myself in LCC daily, I rarely run into traffic issues as the only time there are traffic issues are predictable and typically busy times during the weekends. That's it. I believe there are plenty of other effective alternatives than this rather large waste of tax payer money would provide.</p> <p>Thank you</p>	A32.29VV
55024	Tremelling, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Tremelling</p>	
45522	Tremelling, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Tremelling</p>	A32.3A; A32.3F
45189	Trepanier, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Trepanier</p>	A32.3A; A32.3F
46526	Trerotola, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Trerotola</p>	A32.3A; A32.3F
52231	Treu, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Treu</p>	
49610	Trevino, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Trevino</p>	A32.3A; A32.3F
52978	Trevizo, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Trevizo</p>	A32.3A; A32.3F
41751	Tribe, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Tribe</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53566	Tribe, William	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, William Tribe</p>	A32.3A; A32.3F
54754	Trick, Rita	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Why not listen to the people who will actually use this canyon consistently? The people who love this canyon say no to the gondola.</p> <p>Regards, Rita Trick</p>	A32.3A; A32.3F
55667	Trigg, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Trigg</p>	A32.3A; A32.3F
53270	Trinh, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Trinh</p>	
40581	Triolo, Phil	<p>Dear Person-</p> <p>I am writing, again, to express my extreme displeasure with a pending decision to allow a gondola system with associated towers and hardware be constructed in Little Cottonwood Canyon. The option is a bad solution as it will spend the public's money to allow skiers [arguably] better access to 2 privately held ski resorts. In other words, it represents a massive transfer of public money to benefit a limited number of people and, especially, privately held ski resorts.</p> <p>Further, it is now apparent (and it is interesting that this has only come to light recently) that portions of the gondola infrastructure would be cited in areas that are currently roadless and where minimum disturbance is allowed. I don't want a gondola tower in wilderness or roadless areas, or, for that matter, anywhere in LCC.</p> <p>The better options are, were, and always will be limiting / discouraging private car use in the Canyon and constructing one or more bus-only lanes in the canyon, to be traversed by electric buses, on a regular schedule, frequently enough to allow convenient access to ski and parking areas along the length of SR 210.</p> <p>Please remove from further consideration construction of a gondola system in LCC. Better options exist to address ski crowd transportation to the resorts that will have a lesser impact on the environment and have the added bonus of accessing parking areas all along SR 210. That is, they will much better serve the general public's interest.</p> <p>Thank you!</p> <p>-- Phil Triolo [REDACTED]</p>	A32.3A
49635	Trionfo, Bella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bella Trionfo</p>	A32.3A; A32.3F
49465	Triplett, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Triplett</p>	
54158	Tripp, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad Tripp</p>	A32.3A; A32.3F
50271	Tripp, Ezekiel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ezekiel Tripp</p>	A32.3A; A32.3F
46148	Tripp, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Tripp</p>	A32.3A; A32.3F
55139	Trivers, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Trivers</p>	
43269	Tronstein, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Tronstein</p>	A32.3A; A32.3F
40273	Tropsa, Sean	<p>Hello Udot LCC team,</p> <p>Thank you for collecting public comments. Here are mine related to the most recent released info:</p> <p>One major comment on your roadless area assessments. In the alternatives that call for "no roadside parking" it is stated that " With the Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative, the Maybird and Tanners roadside pullouts would be eliminated. There are no designated trails in these areas that are used by climbers and backcountry skiers"</p> <p>Although there are no officially recognized trails in these areas, both are heavily used yearround by both climbers and skiers with access routes and published trails. Removing parking from these areas would only help further concentrate traffic at already busy trailheads and would dramatically limit access to both areas which are beloved by climbers and skiers (as well as others, many non-climbers explore up tanners gulch, and tanners gulch has long been recognized as a mountaineering path to climb to the LCC/BCC ridgeline). Loss of roadside parking here would be a detriment to the community and i hope that is kept in mind before closures are announced.</p> <p>Secondly, as an active user and local resident (I live on the 994 bus route) it is frustrating to have so many local residents spend so much of their time reading through these documents and supplying comments, only for those to seemingly fall of deaf ears.</p> <p>This project, in its current design, should never have been considered. If we are going to evaluate a new traffic solution, we NEED something that will be YEAR ROUND, and work for ALL users, not just those at the ski areas. One needs only to drive up LCC on a nice day to see that there is demand for this. Trailheads overflow and roadside parking is present for up to a mile in either direction. The canyon is just as busy, if not more busy more regularly during octoberfest as well. It is my opinion that this project is inherently flawed and we, the tax payers, are shouldering a burden to give handouts to private organizations. If all users, summer and winter, resort and otherwise, are not considered, the cost of this project should go to the ski areas as they are the ones who stand to benefit, not the public at large. Please hear us! I live 1 mile away from this project's study area, i would love to see a proper solution, but it needs to benefit everyone! Please take off the blinders and stop being hyperfocused on getting users to ski areas, but rather look at the problem as a whole, summer and winter, so we can all benefit from your hard work!</p> <p>Thank you.</p>	A32.29VV
54337	Trost, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Trost</p>	
54881	Trotter, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Trotter</p>	A32.3A; A32.3F
46876	Trout, Larissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Larissa Trout</p>	A32.3A; A32.3F
50204	Trowbridge, Mcrae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mcrae Trowbridge</p>	A32.3A; A32.3F
49349	Troxel, Colleen	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I DO NOT SUPPORT THE GONDOLA</p> <p>Regards, Colleen Troxel</p>	
42342	Trubetzkoj, Leslie	<p>You can't take this thing back once it is done. There needs to be more in depth studying. This idea is mostly thinking of the ski areas. This does not take in the whole picture of all the people and their uses. Those towers and the mechanical features will desecrate and spoil the sacred/beautiful treasure we have that is known as Little Cottonwood Canyon which is part of the wonderful and incredible Wasatch. How will it be hiking up on to the peaks to look at the wonderful nature and there smack in the view will be a gondola whirring by. How sick!!!!!!</p>	A32.3A
50343	Truex, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Truex</p>	A32.3A; A32.3F
40207	Truitt, Andrea	<p>It saddens me to imagine that the gondola project is potentially going to happen. I've lived in Utah for the past 23 year, a the beauty of wilderness is one of Utah's biggest treasures. I am an avid hiker, I enjoy skiing, and I simply cannot imagine having to experience such eye sore while trying to connect with nature. You believe the benefit will largely be to the ski resorts, if any at all.</p> <p>I would rather see our taxpayer money being used to save the Salt Lake. If we lose the lake, living in SLC will likely be impossible. That needs attention, serious investment. Spending all of this money on the gondola's very questionable project, makes no sense.</p> <p>If toxins from the dry lake make their way into the atmosphere, the weren't be skiers, nor residents in town.</p> <p>Please do not approve this project. Try increasing the buses, creating more park and ride spots.</p>	A32.29VV
55814	Truitt, Novic	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Novic Truitt</p>	
48532	Trujillo, Alexandria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandria Trujillo</p>	A32.3A; A32.3F
53514	Trujillo, Makenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenzie Trujillo</p>	A32.3A; A32.3F
45130	Trujillo, Veronica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Veronica Trujillo</p>	A32.3A; A32.3F
44914	Trulove, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Trulove</p>	
53662	Truluck, Halle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Halle Truluck</p>	A32.3A; A32.3F
44538	Trumble, Ahren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ahren Trumble</p>	A32.3A; A32.3F
50670	Trumbull, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Trumbull</p>	A32.3A; A32.3F
48213	Trumbull, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Trumbull</p>	
41131	Truong, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Truong</p>	A32.3A; A32.3F
52843	trussell, camryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, camryn trussell</p>	A32.3A; A32.3F
52927	Trutwin, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Trutwin</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55979	Tryon, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Tryon</p>	A32.3A; A32.3F
55156	TSAI, KATE	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KATE TSAI</p>	A32.3A; A32.3F
47096	Tsandes, Dean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dean Tsandes</p>	A32.3A; A32.3F
43316	Tsarouhtsis, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Tsarouhtsis</p>	
48388	Tschampel, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Tschampel</p>	A32.3A; A32.3F
55896	Tsoi, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Tsoi</p>	A32.3A; A32.3F
45768	Tsu, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Sincerely, Jessica Tsu</p> <p>Regards, Jessica Tsu</p>	A32.3A; A32.3F
56302	Tubbs, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Tubbs</p>	
39714	Tucker, Brent	<p>Gondola is the least worthy alternative, serving only 2 ski resorts for approx 5 months per year, unsightly, most expensive, and overrules all other alternatives that should be attempted long before this even gets discussed. And NOBODY wants it.</p>	A32.29VV
54850	Tucker, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Tucker</p>	A32.3A; A32.3F
44739	Tucker, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Tucker</p>	A32.3A; A32.3F
54513	Tucker, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jordan Tucker	
39716	Tucker, Nancy	Gondola option should be off the table until all other options are empirically tested. This eyesore costs the most, supports exclusively two private resorts for maybe 5 months per year and no one wants it. The cost is prohibitive. Abandon this terrible proposal.	A32.3I
44749	Tucker, Noah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Noah Tucker	A32.3A; A32.3F
51696	Tucker, Payton	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Payton Tucker	A32.3A; A32.3F
54292	Tucker, Savanna	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Savanna Tucker	A32.3A; A32.3F
46981	Tucker, Seth	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Don't let the lobbyists fool you, we the people don't want another environmental disaster on our hands, there are already far too many in this beautiful state. Stop this terrible idea before it's too late.</p> <p>Regards, Seth Tucker</p>	
54568	Tuckett, Dave	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dave Tuckett</p>	A32.3A; A32.3F
42495	Tuddenham, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Tuddenham</p>	A32.3A; A32.3F
48257	Tue, Beth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Beth Tue</p>	
51540	Tueller, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Tueller</p>	A32.3A; A32.3F
49498	tueller, kenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kenzie tueller</p>	A32.3A; A32.3F
51045	Tueller, Marina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marina Tueller</p>	A32.3A; A32.3F
50833	Tuero, Aubri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubri Tuero</p>	
52206	Tuesday-Heathfield, Hunter	<p>To whom it may concern,</p> <p>As a 25 year resident of Salt Lake City and lifelong enjoyer of the Wasatch Mountains, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, and enforcement of the traction law.</p> <p>Regards, Hunter Tuesday-Heathfield</p>	A32.3A; A32.3F
52349	Tuft, Kandis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kandis Tuft</p>	A32.3A; A32.3F
48510	Tuft, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Tuft</p>	A32.3A; A32.3F
52220	Tugaw, Brandon	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Tugaw</p>	
49894	Tuhafi, Ahmed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ahmed Tuhafi</p>	A32.3A; A32.3F
39661	Tuke, Carla	Roadless Rule boundaries must be upheld over building gondola towers. Thank you!	A32.29VV
47147	Tullar, Elsa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elsa Tullar</p>	A32.3A; A32.3F
44610	Tullis, Brenda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brenda Tullis</p>	
45507	Tullis, Tim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tim Tullis</p>	A32.3A; A32.3F
43782	Tulloss, River	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, River Tulloss</p>	A32.3A; A32.3F
52954	Tunks, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Tunks</p>	A32.3A; A32.3F
55617	Tuohy, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Tuohy</p>	
41447	Turange, Emby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emby Turange</p>	A32.3A; A32.3F
45142	Turapova, Kamila	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kamila Turapova</p>	A32.3A; A32.3F
53092	Turgeon, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Turgeon</p>	A32.3A; A32.3F
41640	Turgeon, Tad	The gondola construction contradicts the wilderness area where it wishes to be built. The area was designated wilderness to prevent this type of development.	A32.3A
40409	Turley, Faun	Very much AGAINST a tram in Little Cottonwood Canyon.	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46196	turley-conway, max	<p>To whom it may concern,</p> <p>hello, my name is max conway, i am [REDACTED] and a ski instructor at [REDACTED] although little cottonwood is not the canyon i visit 130 ish times per year like big cottonwood is, the effects of 210's traffic struggles affect my every day life. i do think this problem warrants a massive spending of tax payer dollars to solve, a gondola seems more like a tourist attraction than a genuine solution to ease traffic.</p> <p>thank you for your time and effort</p> <p>Regards, max turley-conway</p>	A32.29VV
45129	Turman, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Turman</p>	A32.3A; A32.3F
54308	Turnbow, Shane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shane Turnbow</p>	A32.3A; A32.3F
49024	Turnbull, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Erica Turnbull	
40798	Turner, Bret	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bret Turner</p>	A32.3A; A32.3F
51807	Turner, Christopher	<p>To whom it may concern,</p> <p>As a Eagle Mountain, Utah resident with an annual ski pass to Alta, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Turner</p>	A32.3A; A32.3F
52297	Turner, Crismon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Crismon Turner</p>	A32.3A; A32.3F
48601	Turner, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Turner</p>	
43783	Turner, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Turner</p>	A32.3A; A32.3F
43787	Turner, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Turner</p>	A32.3A; A32.3F
48214	Turner, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Turner</p>	A32.3A; A32.3F
40666	Turner, Isabelle	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabelle Turner</p>	
46491	Turner, Jack	<p>To whom it may concern,</p> <p>I strongly oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as heavy carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times (not more lanes if cars are heavily rolled), enhanced enforcement of the traction law, and mandatory parking reservations at ski resorts for those that choose to drive.</p> <p>My extended family has lived in Utah for decades so I have a particular love and affection for LCC. UTA runs an extremely competent agency for a city of SLC's size. A gondola is extreme and simply reducing car usage and increasing bus usage should be a) more cost effective and b) better for the LCC environment. I hope you all agree and make the necessary changes. LCC deserves preserving.</p> <p>Regards, Jack Turner</p>	A32.3A; A32.3F
46705	Turner, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Turner</p>	A32.3A; A32.3F
53345	Turner, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Turner</p>	
41349	Turner, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Turner</p>	A32.3A; A32.3F
47104	Turner, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Turner</p>	A32.3A; A32.3F
52894	Turner, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Turner</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
44270	Turner, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Turner</p>	A32.3A; A32.3F
47334	Turner, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Turner</p>	A32.3A; A32.3F
41922	Turner, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Turner</p>	A32.3A; A32.3F
42287	Turner, Robert	<p>No, no, no to the gondola.</p> <ol style="list-style-type: none"> 1. It will be an eyesore. Twenty towers and two angle stations! Towers from 130 feet to over 250 feet tall! No, no, no! 2. It will only provide service to two ski resorts, and they are private companies. Why should taxpayers pay to deliver customers to private companies? If Alta and Snowbird want a gondola to provide resort access for their skiers, they should pay for it themselves. 3. It will be too costly to build and maintain. Current construction cost estimates are around \$550 million and could easily end up surpassing \$1 billion. Ongoing maintenance costs of \$7 million per year, which could easily end up being much higher. The actual cost per rider looks like it will be a minimum of \$90 each and could be much higher, as high as \$200 each. There is no way UDOT will charge that much. They will probably charge somewhere between \$15 and \$25 per ride, leaving taxpayers to foot the bill for the difference. And all for the benefit of two private companies. No, no, no! 	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>4. You cannot build your way out of congestion. Attempts to do it invariably invite more people. The congestion soon becomes as bad as it ever was. But now there are lots more people, lots more pollution, and much more overcrowding of the recreational areas we want to enjoy. No thank you! No, no, no!</p> <p>5. The best solution, actually, is to let congestion control the number of people who want to use the canyons and ski resorts. More than enough people can get up the canyons already. It is already crowded enough. It makes no sense to try to find a way to stuff ever more people up there. In my opinion, the whole project is environmentally, socially, and fiscally irresponsible. Do not do it!</p>	
46690	Turner, Stacey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stacey Turner</p>	A32.3A; A32.3F
53572	Turner, Sterling	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sterling Turner</p>	A32.3A; A32.3F
49489	Turner, Torrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torrey Turner</p>	A32.3A; A32.3F
43971	Turpin, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I've lived by this canyon my whole life, please reconsider Regards, Sarah Turpin</p>	
48212	Turville, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Turville</p>	A32.3A; A32.3F
47765	Turville, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Turville</p>	A32.3A; A32.3F
42149	Tushar, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Tushar</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45241	Tuttle, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Tuttle</p>	A32.3A; A32.3F
43289	Tuttle, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Tuttle</p>	A32.3A; A32.3F
51295	Tuttle, Brooklyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklyn Tuttle</p>	A32.3A; A32.3F
47803	Tuttle, Marissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marissa Tuttle</p>	
49535	Tvrdik, Michal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michal Tvrdik</p>	A32.3A; A32.3F
47021	Twitchell, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Twitchell</p>	A32.3A; A32.3F
51517	Tye, Britni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified documents as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britni Tye</p>	A32.3A; A32.3F
54486	Tyler, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Tyler</p>	
53562	Tyrell, Cade	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I am worried about the environmental impact especially during construction. So many plants and animals will be disturbed. All for skiing. Think about the whole ecosystem! This is so disruptive and anthropocentric.</p> <p>Regards, Cade Tyrell</p>	A32.3A; A32.3F
46166	Tzakis, Luca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luca Tzakis</p>	A32.3A; A32.3F
45028	Uber, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sydney Uber	
40141	Uchida, Amiko	I in no way support a gondola for multiple reasons - environmental/ecological, practicality, economically, or functionality. I have no idea why we're wasting all of this time and money even entertaining the idea of a gondola, it seems like a poor use of your time and resources. can we please move on now and ban single occupancy vehicles in the canyon, spend the money we otherwise would have blown on a gondola on paying bus drivers and increasing the # of buses in the canyon? we're all over this gondola madness. thanks!	A32.29VV
54087	Uda, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Uda</p>	A32.3A; A32.3F
48931	Udall, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Udall</p>	A32.3A; A32.3F
49615	Udall, Torrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torrey Udall</p>	A32.3A; A32.3F
42656	Udani, Sohum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sohum Udani</p>	
51249	Udovich, CeAnn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, CeAnn Udovich</p>	A32.3A; A32.3F
52185	Ulibarri, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Ulibarri</p>	A32.3A; A32.3F
52114	Ulibarri, Bobbi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bobbi Ulibarri</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50004	Ulibarri, Breigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breigh Ulibarri</p>	A32.3A; A32.3F
49435	Ulrichsen, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. Not to mention disrupt the fragile ecosystems through which it would be running and operating.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," as that goes against the 2001 roadless act. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a blatantly willful misinterpretation of the spirit of the rule. A road can be defined as a "thoroughfare through which people move" and by this definition, the gondola is indeed a road.</p> <p>I do, however, support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Ulrichsen</p>	A32.3A; A32.3F
39844	Umble, Trev	<p>Please do not build the Gondola - it will ruin the canyon, build Avalanche sheds that's all that's needed to keep the canyon open all the time and keep things moving smoothly - look at how its done in Europe - they have the solution.</p>	A32.29VV
48387	Unbedacht, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Unbedacht</p>	A32.3A; A32.3F
53880	Underwood, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Underwood</p>	
39356	Underwood, Susan	No gondolas!!!	A32.29VV
49921	Unice, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Unice</p>	A32.3A; A32.3F
49930	Unis, Garrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrison Unis</p>	A32.3A; A32.3F
53874	Uno, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Taylor Uno	
48435	Unsicker, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Unsicker</p>	A32.3A; A32.3F
50024	Unsworth, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Unsworth</p>	A32.3A; A32.3F
48829	Untersee, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Untersee</p>	A32.3A; A32.3F
41876	Updegrove, Aidan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aidan Updegrove</p>	
46589	updike, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody updike</p>	A32.3A; A32.3F
44611	Ural, Ceyda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>The only reason I fell in love with Utah is the raw beauty of these canyons. I discovered a passion for hiking and climbing from my days spent in Little Cottonwood Canyon. I cannot imagine having the same connection and awe of this natural beauty with an atrocious gondola sticking out like a sore thumb. Although it may be a solution, it's only temporary because sooner or later the tourism will surpass the gondola's capacity. Please don't do this.</p> <p>Regards, Ceyda Ural</p>	A32.3A; A32.3F
55850	Urban, Dan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Dan Urban</p>	
49433	Urbano, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Urbano</p>	A32.3A; A32.3F
45224	Urbonas, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Urbonas</p>	A32.3A; A32.3F
45435	Urbonas, Torrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torrey Urbonas</p>	A32.3A; A32.3F
43773	Urdan, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Urdan</p>	
43048	Urion, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Urion</p>	A32.3A; A32.3F
48301	Urtel, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Urtel</p>	A32.3A; A32.3F
53426	Urton, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Urton</p>	A32.3A; A32.3F
54858	Uscategui, Daniela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniela Uscategui</p>	
48851	Ussery, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Ussery</p>	A32.3A; A32.3F
39622	Utgaard, Chris	<p>NO GONDOLA! Gondola does not serve all canyon users. Alternatives (additional buses, avalanche sheds, etc) better address problem at lower cost. Gondola does not mitigate traffic issues except on 210... still will have traffic along Wasatch and surrounding area. Gondola may impact water runoff and will certainly have a negative impact on the natural beauty of the canyon.</p>	A32.29VV
41809	Uthe, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Uthe</p>	A32.3A; A32.3F
42179	Utle, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emma Utley	
53262	Utley, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Utley</p>	A32.3A; A32.3F
48429	Utley, McKay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKay Utley</p>	A32.3A; A32.3F
42751	Utz, Zachary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zachary Utz</p>	A32.3A; A32.3F
55468	uyetake, john	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, john uyetake</p>	
43067	Uzel, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille Uzel</p>	A32.3A; A32.3F
52636	Vacek, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Vacek</p>	A32.3A; A32.3F
41631	Vahle, Michael	Route 210 was closed today for Avalanche Mitigation work. A good example why the Godola idea is a bad idea. Avalanches could topple any proposed Towers!	A32.29VV
55645	Vajdos, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Vajdos</p>	A32.3A; A32.3F
46740	vakuka, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike vakuka</p>	
53403	Valdez, Catalina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catalina Valdez</p>	A32.3A; A32.3F
43627	Valdez, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Valdez</p>	A32.3A; A32.3F
46457	Valent, Cassie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Cassie Valent	
44540	Valentin, Ana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ana Valentin</p>	A32.3A; A32.3F
48697	Valentine, Aarika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aarika Valentine</p>	A32.3A; A32.3F
53029	Valentine, Milo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Milo Valentine</p>	A32.3A; A32.3F
42046	Valentine, Monah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monah Valentine</p>	
51898	Valentino, Cole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cole Valentino</p>	A32.3A; A32.3F
41171	Valenzona, Quinnee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Quinnee Valenzona</p>	A32.3A; A32.3F
52505	Valenzuela, Elissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elissa Valenzuela</p>	A32.3A; A32.3F
41411	Valera, Monserrat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monserrat Valera</p>	
43354	Valerious, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly Valerious</p>	A32.3A; A32.3F
45871	Valero, Esther	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Esther Valero</p>	A32.3A; A32.3F
45589	Valero, Maili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maili Valero</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53473	Valladolid, Gabriel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriel Valladolid</p>	A32.3A; A32.3F
49654	Vallem, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Vallem</p>	A32.3A; A32.3F
54317	Vallese, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Vallese</p>	A32.3A; A32.3F
50015	Valovic, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Valovic</p>	
41104	Van Alstyne, Todd	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Todd Van Alstyne</p>	A32.3A; A32.3F
54011	Van Brocklin, Dehvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dehvin Van Brocklin</p>	A32.3A; A32.3F
56341	Van Buskirk, Madison	<p>To whom it may concern,</p> <p>My family has lived in Utah for several generations and are passholders at Alta, with this in mind I want my representatives to know I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Van Buskirk</p>	A32.3A; A32.3F
46421	van den Berg, Olivier	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivier van den Berg</p>	
41390	Van Dorn, Izac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Izac Van Dorn</p>	A32.3A; A32.3F
39843	Van Horn, Patrick	please build the gondola. The traffic is unbearable to keep doing this. It has been a nightmare this year, worst I have ever seen it	A32.29VV
39318	Van Orden, Bob	<p>I've been traveling to the SLC metro area to ski for most years over the last 15+ years. I just got back from 14 days on the Wasatch Front this year. Three times, we got stuck in traffic that took 3+ hours once to enter Big CC and twice to leave Little CC. Clearly, part of this was due to the best snow in 45+ years. But, there is also a huge problem with transit and parking in and out of these two amazing, unique canyons. And actions need to be taken. For me, several things are fairly simple. One is avalanche mitigation especially in LCC. Snow sheds in the 3-5 locations that account for 70% or so of the avalanche risk need to be built. Second, parking....each of the four ski areas should be required to build double or perhaps triple decks over their existing parking lots and on-street parking should be illegal and ended. Third, at a minimum on weekends, LCC and BCC should be tolled, so that single occupancy vehicles are quite expensive and reduced, and there should a declining scale of tolls for vehicles with higher occupancy. Fourth, I strongly advocate that in both canyons a third lane be added. This lane would be for buses, only, and would go east in the morning and west in the evening. Fifth, during ski season an extensive bus service must be built. Not with the current UTA buses but vehicles that are all-electric, have seats for ALL occupants (many people over 60 ski in the canyons and cannot stand!), and have storage for ski gear). Buses should run every 10-15 minutes in peak periods! The gondola might be fun to ride but is very BAD idea. It only addresses one of the canyons not both. It's very expensive and forces all users to converge on one point to enter it. In high winds, gondolas cannot operate. It's not clear what per use fees would be for the gondola. If fails to address the avalanche issues (as snow sheds would), or the parking issues, or the issue of single occupant vehicles. And, it will destroy to appearance of a stunningly beautiful canyon that has a traffic issue perhaps 50 days per year whereas snow sheds, parking, tolling, and a bus lane would solve all or most of these issues! If Snowbird or Alta want a gondola they ought pay for it, not taxpayers. And build it so it doesn't ruin the canyons --which may not be possible.</p>	A32.29VV
41950	Van Saun, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you.</p> <p>Regards, Jocelyn Van Saun</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53730	Van Slooten, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Van Slooten</p>	A32.3A; A32.3F
41853	Van Wagenen, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Van Wagenen</p>	A32.3A; A32.3F
55373	Van, Abby	<p>To whom it may concern,</p> <p>I HIGHLY oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Van Buren</p>	A32.3A; A32.3F
43084	Van, Ana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ana Van Pelt</p>	
44747	Van, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy Van Patten</p>	A32.3A; A32.3F
50370	Van, Anika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anika Van Boerum</p>	A32.3A; A32.3F
50195	Van, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Van Hierden</p>	A32.3A; A32.3F
43696	van, brody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brody van buren</p>	
44392	Van, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian Van Gils</p>	A32.3A; A32.3F
46997	Van, Clayton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clayton Van Woerkom</p>	A32.3A; A32.3F
46538	Van, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Van Buren</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45788	Van, Donna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Donna Van Wagoner</p>	A32.3A; A32.3F
46607	Van, Juliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliana Van Hook</p>	A32.3A; A32.3F
47434	Van, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Van Natta</p>	A32.3A; A32.3F
50815	Van, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Van Noy</p>	
48919	Van, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Van Akin</p>	A32.3A; A32.3F
45700	Van, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Van Roosendaal</p>	A32.3A; A32.3F
49904	Van, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Van Weddingen</p>	A32.3A; A32.3F
44298	van, lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, lindsey van buren</p>	
46133	van, Maxxim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxxim van capelle</p>	A32.3A; A32.3F
46174	Van, Sage	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sage Van Patten</p>	A32.3A; A32.3F
47255	van, Skye	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Skye van der Stappen</p>	A32.3A; A32.3F
42888	Van, Ty	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and an underground train.</p> <p>Regards, Ty Van Duser</p>	
49966	VanArsdale, Kaleb	<p>To whom it may concern,</p> <p>Grow a brain and a heart!</p> <p>So [REDACTED] dumb. So inconsiderate of the locals.</p> <p>Regards, Kaleb VanArsdale</p>	A32.29VV
55138	VanBuren, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris VanBuren</p>	A32.3A; A32.3F
44887	VanBuren, James	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James VanBuren</p>	A32.3A; A32.3F
44366	VanBuren, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary VanBuren</p>	
44291	VanBuren, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan VanBuren</p>	A32.3A; A32.3F
49669	VanCampen, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle VanCampen</p>	A32.3A; A32.3F
49652	VanCampen, Wesley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wesley VanCampen</p>	A32.3A; A32.3F
55621	Vance, Breanne	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanne Vance</p>	
42934	Vance, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Vance</p>	A32.3A; A32.3F
40577	Vance, Katelyn	<p>I do not want gondola towers in protected roadless areas. The gondola would directly violate the Roadless Rule and take away from many of the qualities that I cherish about Little Cottonwood Canyon: clean water, diverse wildlife, breathtaking views, and endless recreation opportunities.</p>	A32.3A; A32.3F
47531	Vance, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Vance</p>	A32.3A; A32.3F
50837	Vance, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Vance</p>	
51064	Vance, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Vance</p>	A32.3A; A32.3F
51650	VanCott, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler VanCott</p>	A32.3A; A32.3F
55121	VANDENBROEKE, TRAVIS	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you,</p> <p>Travis Van den Broeke</p> <p>Regards, TRAVIS VANDENBROEKE</p>	A32.3A; A32.3F
40168	Vander Heide, Kathryn	<p>This has been a great winter. It has made us all realize that UDOT and the ski resorts are not equipped to handle large quantities of snow in our canyons (LLC & BCC). It also shows how impractical and unsafe a gondola would be. Let's focus on increased bus service and man-made tunnels to direct avalanches safely and cleanly over the roads. Keep people on the ground. Let the snow slide while people are not trapped at Alta and Snowbird. Gondolas are not for harsh weather. People need freedom to move from place to place and should not have to stand up for hours during "interlodge."</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39355	Vander, Peter	You guys are idiots. Why do you want so many people going up the canyons? Just make the ski resorts stop overselling lift tickets.	A32.29VV
45579	VanDerEems, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric VanDerEems</p>	A32.3A; A32.3F
39798	VanderHeide, Peter	This winter and the abundant snowfall was very timely. It is now very clear that a gondola will not operate effectively or safely in winter conditions. Even the ski resorts could not operate their little lifts in wind and snow. At least we found out! Now we know to pursue increased bus service and avalanche sheds or tunnels. That will greatly help UDOT ensure safe travel and ease the road cleanup process. Wow! Mother Nature helped when help was most needed! Now there is no reason to add a huge blight to the canyon and to enrich a few people with taxpayer money. GO BUS SERVICE!	A32.29VV
49502	VanderHyde, Isabel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isabel VanderHyde</p>	A32.3A; A32.3F
43788	VanderHyde, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor VanderHyde</p>	A32.3A; A32.3F
44209	Vanderlinden, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Vanderlinden</p>	
55202	Vanderlinden, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Vanderlinden</p>	A32.3A; A32.3F
48010	vandermeide, Corbin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corbin vandermeide</p>	A32.3A; A32.3F
44360	VanderVelde, Amelia	<p>To whom it may concern,</p> <p>I am here because of Little Cottonwood Canyon. It is my favorite place in the world and brings myself and so many other locals pure happiness. Please think about the irreversible damage a gondola would do to this magical place. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia VanderVelde</p>	
53729	VanderVeur, Sariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sariah VanderVeur</p>	A32.3A; A32.3F
55919	VanderWerff, Clay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clay VanderWerff</p>	A32.3A; A32.3F
52402	VanDyke, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison VanDyke</p>	A32.3A; A32.3F
42579	VanEckhout, Joe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joe VanEeckhout</p>	
52815	Vang, Shavon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shavon Vang</p>	A32.3A; A32.3F
47652	VanGemert, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack VanGemert</p>	A32.3A; A32.3F
56204	Van-Horn, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Van-Horn</p>	A32.3A; A32.3F
52343	VanMeter, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I will not stand for such blatant and obvious corporatization of our most prized right as human beings - nature.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt VanMeter</p>	
43241	VanRegenmorter, Joy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joy VanRegenmorter</p>	A32.3A; A32.3F
46326	vansant, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda vansant</p>	A32.3A; A32.3F
41790	Vansteenkiste, Brian	<p>I am writing to submit my public comment on the Supplemental Information Report related to LCC EIS, specifically the Roadless Area Conservation Rule.</p> <p>Construction of a gondola will violate the RACR in 3 different wilderness areas.</p> <p>The NARROW definition of a "road" the gondola proponents are pushing to skirt the RACR is self serving and will harm millions of people by impacting our drinking water.</p> <p>Placing 20 towers via helicopter is another shoddy work around the gondola greed heads try to pawn off on the tax paying public to skirt our federal protections. This distractionary farce fails to address excavation, foundation work, maintenance and other considerations that require ROADS and other actions/behavior that violates the RARC.</p> <p>I shouldn't even have to be typing this. The Gondola should not happen for many, many common sense reasons. Private developers and 2 private businesses are trying to rob the public for a non-solution farce. The RARC is another barrier, this time of Federal Conservation Protections, that they're trying to stomp into the mud as they blindly march forward to the edge of a cliff.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Please stop the madness and end this idiocy once and for all.</p> <p>NO GONDOLA.</p> <p>It violates our RARC protections on top of not making sense, desecrating the canyon, and robbing the public of taxpayer funds, health, access, etc.</p>	
47619	Vantussenbroek, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Vantussenbroek</p>	A32.3A; A32.3F
51310	VanWagenen, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika VanWagenen</p>	A32.3A; A32.3F
44407	VanWagenen, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine VanWagenen</p>	A32.3A; A32.3F
54074	VanWay, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie VanWay</p>	
45356	VanWoerkom, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven VanWoerkom</p>	A32.3A; A32.3F
41493	Varga, Rich	Please NO to the gondola!!	A32.29VV
41426	Vargas, Dennes	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dennes Vargas</p>	A32.3A; A32.3F
51406	Vargas, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Vargas</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40475	Vargyas, Forrest	Hi, my name is Forrest and I am a 19 year old college student from Salt Lake City. Multiple areas in Little Cottonwood Canyon, such as White Pine, portions of Twin Peaks, and portions of Lone Peak, are all designated as Inventoried Roadless Areas (IRA). These IRAs were designated to keep these areas protected. The roadless rule is against the imposition of development. The gondola would violate the Roadless Rule. While the gondola is not a road, it will have many of the same negative impacts that a road would, and therefore should absolutely be covered under this protection. While maybe the letter of the law does not explicitly say that a gondola also falls under this category, please keep in mind the spirit of the law. The entire reason a gondola is being considered is to solve problems that the canyon is having. We should not be trying to skirt and sneak past laws meant to protect our wilderness areas. That is immoral. The gondola would clear vegetation and timber for angle stations, snowheads, and towers in these IRAs. The gondola is violating the Roadless Rule.	A32.3A
41623	Vargyas, George	<p>The Gondola proposal for LCC is misguided and will make conditions in the canyon worse for residents who use the canyon for multiple uses. It will make overcrowding and congestion worse, not better. it will negatively impact the inventoried roadless areas of Twin Peaks, Lone Peak and White Pine areas. There will need to maintenance roads to most of the gondola towers and other infrastructure that will negatively impact the watershed, view shed and a multitude of dispersed user activities, all for the benefit of 2 private businesses.</p> <p>Claiming the gondola is exempt from Roadless rule because not technically a road is disingenuous and disregards the purpose of the rule.</p> <p>Please reexamine scalable solutions like tolling, reservations, electric bus transit from farther away nodes, enforcement of traction laws, & limiting SOV's at certain times.</p> <p>Thank you</p>	A32.3H; A32.3A
40969	Vargyas, Joseph	UDOT's proposal to build a gondola up Little Cottonwood would require building of roads and other industrial activity in an area designated by law as "roadless". UDOT claims it isn't so. We should not take their word for it, as they appear to be biased in favor of road and infrastructure development, not compliance with the letter and spirit of environmental conservation laws. This matter should be decided by federal authorities with proper jurisdiction, not by developers and their enablers.	A32.3H
52979	Varley, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Varley</p>	A32.3A; A32.3F
52750	Varley, Scott	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Scott Varley</p>	A32.3A; A32.3F
49674	Varner, Abbie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbie Varner</p>	
39545	Varner, Neil	<p>Spending that much money is nonsense. This is only for 2 resorts. Keep using busses.</p>	A32.29VV
39540	Varner, Neil	<p>Why would anybody in their right mind support building a gondola for just 2 ski resorts? The price is out of this world for a small population to use it. Tax on the population to pay for it is incompre-hensible!! Stick with busses.</p>	A32.29VV
39392	VARS, PETER	<p>NO GONDOLA. The gondola will not positively impact the heavy traffic in Little Cottonwood Canyon on snow days as promised. The uphill capacity is far too low and demand for powder skiing far exceeds the transportation capacity of the road and the gondola combined. Taxpayers, many of which never recereate in LCC, should not subsidize the private ski resort businesses. Parking reservations combined with strict enforcement of the traction laws and carpooling incentives would be vastly more effective and much less expensive. Avalanche sheds should also be considered. Furthermore, one of the greatest attractions of LCC is its natural beauty. This asset would be severely degraded by 200 foot high gondola towers with aviation obstruction lighting right down the center of the canyon. The traffic problems in recent years (post-IKON) have been concentrated in Big Cottonwood Canyon which, of course, would not be impacted by a gondola in LCC. Lastly, the gondola is extremely unpopular and citizens' comments should be strongly considered.</p>	A32.29VV
50834	Vasad, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Vasad</p>	A32.3A; A32.3F
43851	Vashisth, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Vashisth</p>	A32.3A; A32.3F
47192	Vaslet, Hanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hanna Vaslet</p>	
50636	vasnick, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach vasnick</p>	A32.3A; A32.3F
44976	Vasquez, Breanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Breanna Vasquez</p>	A32.3A; A32.3F
50428	Vatcher, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Vatcher</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47971	Vaterlaus, Brenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brenna Vaterlaus</p>	A32.3A; A32.3F
48127	Vaughan, Brianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brianna Vaughan</p>	A32.3A; A32.3F
50008	Vaughan, Lili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lili Vaughan</p>	A32.3A; A32.3F
40527	Vaughan, Sarah	<p>No to the gondola! No to the gondola, today, tomorrow, and forever. It is a poor solution to the traffic issue. The plan also fails to protect Little Cottonwood canyon wildlife, despite it being a protected area. It only serves private businesses. Frankly it is super shady! NO TO TBE GONDOLA!!</p>	A32.29VV
45631	Vaughan, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Vaughan</p>	
51934	Vaughn-Grutta, Traci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Traci Vaughn-Grutta</p>	A32.3A; A32.3F
52693	Vaught, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Vaught</p>	A32.3A; A32.3F
53978	Vautour, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Vautour</p>	A32.3A; A32.3F
39409	Vawdrey, Ethan	The point of nature is to get outside, away from human influence. Destroying places where other people enjoy nature just to pump tourists up the canyon is not ethical. Plus, monetarily bus lanes are a more affordable option. These projects always run over budget anyway	A32.29VV
48706	vazquez, jc	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jc vazquez</p>	
55509	Veja, Mona	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mona Veja</p>	A32.3A; A32.3F
42258	Veals, Peter	<p>Please, please do NOT build the gondola. It's a billion-dollar giveaway from the taxpayers to two rich corporations. The dedicated bus lane will work great, and provide a lovely bike lane in the warm season. And it will allow ALL users of the canyon to enjoy the snow, not just rich Alta and Snowbird skiers.</p>	A32.29VV
41201	Vega, Osvaldo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Osvaldo Vega</p>	A32.3A; A32.3F
49097	Velasco, Asiel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Asiel Velasco	
50376	Velasco, Elizabeth	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Elizabeth Velasco	A32.3A; A32.3F
41178	Velazquez, Jade	As a resident of Cottonwood Heights and Utah Taxpayer, I am OPPOSED to the Gondola. This money can be used better in other ways and I am against the gondola for the negative impact it would have on LCC and the potential for polluting our drinking water. This project is awful and I do not want my taxes to fund it. I also do not think it is an effective mode of transportation.	A32.29VV
49678	Velazquez, Max	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Max Velazquez	A32.3A; A32.3F
43731	Velichkoff, Amanda	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Amanda Velichkoff	A32.3A; A32.3F
48367	Venable, Ashley	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Venable</p>	
42829	venegas, milan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, milan venegas</p>	A32.3A; A32.3F
49687	Venezia, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>This should NOT be paid for by taxpayers— instead, the resorts?!?</p> <p>Regards, Natalie Venezia</p>	A32.3A; A32.3F
42645	Ventura, Adrienne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Adrienne Ventura</p>	
45599	Verda, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Verda</p>	A32.3A; A32.3F
49244	Verdine, Alexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexa Verdine</p>	A32.3A; A32.3F
50795	Verdine, Jesseka	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesseka Verdine</p>	A32.3A; A32.3F
41149	Verdoia, Ken	<p>As a resident of Cottonwood Heights for more than thirty years, and a visitor/neighbor of Big and Little Cottonwood Canyons for nearly fifty, I am greatly concerned with issues associated with access to the canyons while preserving the unique recreational environment and wildlife habitat.</p> <p>With this in mind, and after much study, I wish to convey my opposition to development of a gondola system to serve Little Cottonwood Canyon.</p> <p>I sincerely appreciate this opportunity to share my opinion.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50466	Vergara, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Vergara</p>	A32.3A; A32.3F
48908	Vergara, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek Vergara</p>	A32.3A; A32.3F
48330	Verhaaren, Karl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karl Verhaaren</p>	A32.3A; A32.3F
43018	Verhaaren, Karoline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karoline Verhaaren</p>	
44751	Verhaeghe, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Verhaeghe</p>	A32.3A; A32.3F
40821	Verhagen, Grant	<p>To whom it may concern,</p> <p>To all whom it may concern at UDOT, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grant Verhagen</p>	A32.3A; A32.3F
44100	Verigan, Keala	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keala Verigan</p>	A32.3A; A32.3F
42681	Verkaik, Dominique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dominique Verkaik</p>	
51363	Vermaas, Walden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Walden Vermaas</p>	A32.3A; A32.3F
55535	Vernick, Devin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devin Vernick</p>	A32.3A; A32.3F
39865	Vernick, Devin	<p>A gondola, paid for by tax payer dollars, is not a solution, nor a responsible representation of Salt Lake City/ Salt Lake County citizens. For the sake of the canyon itself, cease and desist this gondola nonsense.</p>	A32.29VV
42693	Verplank, Khylin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Khylin Verplank</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55148	Verseman, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Verseman</p>	A32.3A; A32.3F
40965	Verseman, Sarah	<p>The gondola plan continues to be a waste of tax payer dollars. It will only put more people in the canyon without improving traffic and congestion. It will disrupt our backyard, our well loved trails, and the construction time alone will create additional negative impacts on our watershed. It is not a viable solution. Do better. Stop the gondola.</p>	A32.29VV
49200	Very, Katrina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katrina Very</p>	A32.3A; A32.3F
39737	Verzella, Lisa	<p>I oppose the gondola for 3 main reasons:</p> <ol style="list-style-type: none"> 1. 8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits road projects and recreation projects in these areas, and, as the EIS states, these projects are for highway purposes. 2. The public comment period reads as though Wilderness Areas are expanding but, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon. 3. Roadless areas are protected under the 2001 Roadless Rule. 	A32.29VV
43823	Vest, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Vest</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49890	Vest, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Vest</p>	A32.3A; A32.3F
47364	Vesterstein, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Vesterstein</p>	A32.3A; A32.3F
45771	Vicary, Challie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>From my personal experience living in Stowe and Dover, Vermont and watching Vail Resorts purchase both Stowe and Mount Snow, the congestion in the local areas significantly increased. Changes like this and the proposed gondola have significant impacts on the local communities as well as ecosystems. More thorough research needs to be done on local capacity, changes in local capacity from the proposed gondola, and the environmental and social impacts for all local residents. A gondola would not give equal access to all visitors and community members, and would significantly disrupt the natural wildlife that is supposed to be protected in such a unique ecosystem.</p> <p>Regards, Challie Vicary</p>	A32.3A; A32.3F
49842	Vidmar, Cayla	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cayla Vidmar</p>	
54524	Vidmar, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Vidmar</p>	A32.3A; A32.3F
42108	vigil, mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, mark vigil</p>	A32.3A; A32.3F
46086	Viken, Annee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Annee Viken	
44139	Villadsen, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Villadsen</p>	A32.3A; A32.3F
54071	Villamil, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Villamil</p>	A32.3A; A32.3F
48269	Villanueva, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Villanueva</p>	A32.3A; A32.3F
45401	Villanueva, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Villanueva</p>	
44670	Villareal, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Villareal</p>	A32.3A; A32.3F
51399	Villaroman, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise Villaroman</p>	A32.3A; A32.3F
41453	Villata, Richard	<p>The development plan for Little Cottonwood Canyon is fundamentally flawed on multiple levels. It fails to account for the overall planning that is required for Park City and Big Cottonwood Canyon. Aerial development via a gondola or conventional lifts over adjoining peaks is problematic for multiple reasons. A minimal approach using direct surface and subsurface access that links the Park City Canyons area with Brighton and Alta needs to be investigated. Conversations with technical qualified individuals revealed that it is possible at costs similar to the proposed projects on a scaled down level. Instead, the focus has been totally on LCC. This only solves 1/3 of the overall environmental impact. The Forest Service needs to consider a more comprehensive plan that would better utilize less sensitive access routes between Park City Canyons, Brighton, and Alta. Less development of LCC and enhanced access through BCC and Canyons is possible. It has already been done at Snowbird via the ski tunnel. You would be surprised by what is technically and economically possible following some detailed conversation. What is required is a total evaluation of all of the options with regards to all three areas. Development would need to proceed in a phased approach over a period of years. Engineering-wise consider the projects that were completed in Glenwood Canyon and Vail Pass. The transformation that occurred when comparing before and after was dramatic. It was done in a very environmentally sound manner that is esthetically pleasing as well. Granted it was part of the interstate highway system, but it is not a stretch to see what could be done here.</p> <p>BTW, I hold a BA in environmental biology from the U. of Colorado, a MS in environmental engineering from the U. of Utah, and an MD who is specialized in aerospace and occupational medicine (former USAF). UDOT and the Forest Service need to think out of the box and see the woods for the trees.</p> <p>Richard "Kott" Villata [REDACTED]</p>	A32.29VV
51105	Villegas, Rossi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rossi Villegas</p>	
44396	Villegas, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Villegas</p>	A32.3A; A32.3F
42796	Villhard, Veronica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Veronica Villhard</p>	A32.3A; A32.3F
52809	Villicana, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sydney Villicana	
45418	Vilven, Dede	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dede Vilven</p>	A32.3A; A32.3F
49389	Vincent, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Vincent</p>	A32.3A; A32.3F
41947	Vincent, Bryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryan Vincent</p>	A32.3A; A32.3F
53000	Vincent, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Vincent</p>	
49907	Vincent, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe Vincent</p>	A32.3A; A32.3F
43328	Vincent, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Vincent</p>	A32.3A; A32.3F
55817	Vincent, Shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shawn Vincent</p>	A32.3A; A32.3F
52552	Vinci, Kristin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristin Vinci</p>	
48376	vinella, Goldie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Goldie vinella</p>	A32.3A; A32.3F
40322	Violet, Aes	The Gondola plan is detrimental to the environment and disproportionately uses funds to the sole benefit of ski resorts instead of the people of the state.	A32.29VV
50200	Violet, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Violet</p>	A32.3A; A32.3F
40118	Virdone, Michael	This gondola is a huge waste of money for UT tax payers and only benefits two resorts. Not only that, but it has a significant impact to the natural feel of the canyon. If folks don't want to sit in traffic, they should adjust their schedules.	A32.29VV
52540	Visser, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Emily Visser</p>	
47794	Vitale, Jazz	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jazz Vitale</p>	A32.3A; A32.3F
56211	Vitale, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Vitale</p>	A32.3A; A32.3F
51797	Vitali, Susanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susanna Vitali</p>	A32.3A; A32.3F
54842	Vivar, Cristobal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristobal Vivar</p>	
48211	Vo, Jimmy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jimmy Vo</p>	A32.3A; A32.3F
44768	Vo, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim Vo</p>	A32.3A; A32.3F
43242	Vogel, Marci	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Praise Whale!</p> <p>Regards, Marci Vogel</p>	A32.3A; A32.3F
46124	Vogelsberg, Ashley	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Vogelsberg</p>	
52127	Vogelsberg, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Vogelsberg</p>	A32.3A; A32.3F
46974	Voigt, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Voigt</p>	A32.3A; A32.3F
49620	Vokey, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Richard Vokey	
46839	Volk, Miriam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miriam Volk</p>	A32.3A; A32.3F
45287	Volk, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Volk</p>	A32.3A; A32.3F
46691	Volkening, Marge	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marge Volkening</p>	A32.3A; A32.3F
44795	Voll, Kiersha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiersha Voll</p>	
43687	Vollentine, Stephen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephen Vollentine</p>	A32.3A; A32.3F
53114	Volmrich, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Volmrich</p>	A32.3A; A32.3F
50809	Vomocil, Mark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mark Vomocil</p>	A32.3A; A32.3F
55952	Von Allmen, Beat	<p>Due to the wake up call regarding snow removal and avalanches, UDOT cannot say they have taken avalanches seriously into account. No matter what I have contributed professionally has been ignored. Sad that you're not listening to advice that you need to consider. Beat von Allmen c/o Alpentech</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Sent from my iPhone</p> <p>On Apr 17, 2023, at 7:01 AM, Little Cottonwood EIS Project Team <littlecottonwoodeis@utah.gov> wrote:</p> <p>Can't read or see images? View this email in a browser</p> <p>Public Comment Period For Supplemental Information Reports</p> <p>Closes April 18 at 11:59pm MST Comments on the reports will be published and addressed in the Record of Decision Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>As many of you are aware, the Utah Department of Transportation (UDOT) released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon in August of 2022 and held a public comment period, with the project team receiving over 13,000 comments.</p> <p>As a result of the comments received, the project team determined additional analysis was warranted regarding the impacts of the Final EIS alternatives to Inventoried Roadless Areas under the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) and, in general, the RACR prohibits road construction, road reconstruction, and timber harvesting (cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>Also following publication of the Final EIS, the Federal Highway Administration (FHWA) requested that UDOT complete additional air quality analysis. In particular, FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet.</p> <p>As a result of public and agency input, UDOT has issued two supplemental information reports to evaluate applicability of the RACR and the potential impacts to IRAs and for additional air quality analysis.</p> <p>The public review and comment period for the supplemental information reports is open until April 18, 2023 at 11:59pm MST and the project team is accepting comments on the analysis contained in these reports. Formal comments can be mailed or submitted through the project website, email, voicemail, and text messages. This information is listed on the Contact section of the website.</p> <p>Please note that as the public had the opportunity to comment on the entire Final EIS, comments received in this comment period that are unrelated to the supplemental information reports will not be addressed in the Record of Decision (ROD). View Reports Submit Comment</p> <p>Agency Coordination Some of the elements in the alternatives evaluated in the Final EIS are located on National Forest System lands managed by the Uinta-Wasatch-Cache National Forest under the 2003 Revised Wasatch-Cache Forest Plan. A Forest</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Service decision may be required pending the FHWA's determination of what, if any, National Forest System lands needed for the selected alternative may be appropriated under their authorities (23 USC 317). Appropriation of National Forest System lands by the FHWA would be a non-exclusive easement for highway use, with the Forest Service retaining jurisdiction over all other uses.</p> <p>The Forest Service decision would be to authorize UDOT's use of National Forest System lands for the selected alternative, as analyzed in the Final EIS, and may also include a Forest Plan amendment if the proposed use is inconsistent with the Forest Plan. A Forest Service ROD, if necessary, would be based on the Final EIS and supplemental information reports, and would be issued after UDOT's ROD is published. The Forest Service ROD would be subject to the Forest Service project-level objection process (36 CFR 218).</p> <p>Final EIS Information Due to the amount of public interest in the Little Cottonwood EIS, many sources are sharing project information and data with varying degrees of accuracy. Please see the tables below for the most current and accurate information directly summarized from the Final EIS regarding the alternatives being considered. View All Final EIS Materials</p> <p>EIS Process & Schedule It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum. The NEPA public comment process is not a vote, but rather an opportunity for UDOT to field concerns, suggestions or criticism for a project's purpose and need, alternatives, and to evaluate whether additional engineering or environmental analysis is needed, as well as the mitigation measures proposed to minimize environmental impacts.</p> <p>The public comment periods and input received throughout the EIS process provide opportunities for UDOT to improve the study documentation and make sure it's thorough, accurate, and complete. UDOT's final decision will consider how the alternative best meets the project purpose as well as an alternative's environmental impacts. View Final EIS Comments</p> <p>Informational Videos Watch Part 1 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred alternative and proposed phased implementation.</p> <p>Watch Part 2 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred sub-alternatives.</p> <p>View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.</p> <p>Connect with us.</p> <p>Website Email Facebook Twitter Instagram The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.</p> <p>This email was sent by littlecottonwoodeis@utah.gov to beat@alpentech.net</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Not interested? Unsubscribe Manage Preference Update profile HDR Kansas,United States,	
41874	von Bereghy, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt von Bereghy</p>	A32.3A; A32.3F
54711	Von, Amber	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amber Von Essen</p>	A32.3A; A32.3F
42552	von, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce von Niederhausern</p>	A32.3A; A32.3F
43076	von, Clara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clara von Turkovich</p>	
44727	Von, Grifford	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grifford Von Narvik</p>	A32.3A; A32.3F
50477	von, olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, olivia von hagen</p>	A32.3A; A32.3F
49550	von, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria von Hoffman</p>	A32.3A; A32.3F
55787	VonDoersten, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will VonDoersten</p>	
41319	Vongsawad, Ashley	<p>Feedback on SIR (The Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives).</p> <p>Construction of the proposed gondola should not take place within the Roadless Areas as the required infrastructure and roads is in direct violation of and will result in, significant negative impacts which are protected by RACR. These impacts include, but are not limited to:</p> <ol style="list-style-type: none"> 1. "Protecting air and water quality, biodiversity, and opportunities for personal renewal are highly valued qualities of roadless areas" 2. The towers will be visible and audible from the entire Roadless Areas and from much of the two National Wilderness Areas that closely parallel it 3. The gondola system would clear timber, place towers and angle stations within the protected area of the Wasatch, impacting three Roadless Areas in Little Cottonwood Canyon (LCC): Twin Peaks, Lone Peak, and White Pine <p>Even if one wants to make the argument that the gondola system isn't defined as a "road" the intent is that the structure would perform the function of a highway and therefore is inconsistent with the Roadless Rule.</p>	A32.3A; A32.3F; A32.3G; A32.3I
40664	Vongsawad, Brandon	<p>The Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives ("SIR") leaves the door open to legal challenge by not evaluating critical assumptions. The Final EIS made several assumptions regarding impact on IRAs, which the SIR acknowledged but did not evaluate. For example, the SIR acknowledges that the Final EIS "assumes that a crane or helicopter could be used to deliver materials for construction" of several gondola towers, which would not require access road development in the IRAs. The IRA impact analysis relies on this assumption. If that assumption proves incorrect, additional access roads will be required that will affect the IRA impact analysis. Unlike telephone and power line towers, construction of gondola towers requires substantially more excavation, foundation strength, and structural reinforcement that seem unlikely to be accomplished merely by cranes and helicopters. These towers will also require access for year-around maintenance and emergency services, which will likely require road access. UDOT should be able to evaluate these assumptions based on prior construction, maintenance, and emergency services for comparable gondola projects and through consultation with structural engineers and gondola developers. However, neither the Final EIS nor the SIR evaluated these assumptions. Because this could have a material effect on the accuracy and reliability of the IRA analysis, it would be prudent for USDA and UDOT to evaluate these assumptions thoroughly before accepting the current incomplete IRA impact analysis.</p>	A32.3H
41048	Vonk, Hylke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hylke Vonk</p>	A32.3A; A32.3F
52419	Vora, Aashka	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aashka Vora</p>	
50723	Vorkink, Gabriella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabriella Vorkink</p>	A32.3A; A32.3F
39265	Vorwald, Jody	I vote for enhanced bus service	A32.29VV
56018	Voss, Chelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chelsey Voss</p>	A32.3A; A32.3F
56090	Voss, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Voss</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54288	Vossler, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany Vossler</p>	A32.3A; A32.3F
48915	VoVillia, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn VoVillia</p>	A32.3A; A32.3F
44681	Vranes, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Vranes</p>	A32.3A; A32.3F
45151	Vreyens, Keiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Keiana Vreyens	
46969	Vroom, Peter	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Peter Vroom	A32.3A; A32.3F
45208	Vu, Mariah	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Mariah Vu	A32.3A; A32.3F
41479	Vu, Shane	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Shane Vu	A32.3A; A32.3F
40018	Vukin, Matthew	The LCC Gondola violates the roadless rule given how construction would adversely impact many areas disturbed in the creation and maintenance of the Gondola. While not a road for travel, as the final product, the spirit of the rule is violated with interruption of wilderness with man made structures and noise associated with their operation.	A32.29VV
48154	Vukojevic, Predrag	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Predrag Vukojevic</p>	
53274	Vuyk, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Vuyk</p>	A32.3A; A32.3F
53958	Vuz, Lolly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lolly Vuz</p>	A32.3A; A32.3F
49089	w, Derek	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Derek w</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41279	W, Emily	<p>This process is so long and agonizing, part of me wonders if it's on purpose. If you wait long enough, people burn out and lose interest, after all. I understand some things take time, but come on. This whole process from start to finish just reeks of political corruption and bureaucracy. I thought we were better than this, Utah. I hope someone out there is still fighting the good fight on this one. Let the cars back up every winter. Let the ski resorts pull in the same old profit they've always pulled in. If you put in a gondola, the roads will still back up because people will think "hey the road is less crowded, now we can go!" It's just another way to expand - to bring in more people and more cars and more money and more, more, more. We don't need more. We have enough. Just leave the whole freaking canyon alone. This idea that "we always have to be growing and meeting the new demand and making more profit than last year" is so, so stupid. We're good enough. The resorts have enough. Just leave it alone. Every study that's ever been done on expanding roads/lanes/putting in more transport options shows that none of it alleviates the problem -- it just makes more opportunity, which then gets used up by a greater number of people, until we're back to the same original problem. This is a lose-lose battle. The best choice is to just drop this whole mess and walk away.</p>	A32.29VV
51711	W, H	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, H W</p>	A32.3A; A32.3F
42302	W, J	<p>Do not put gondolas in protected roadless areas in LLC. Please use electric buses. An overwhelmingly proportion of Utahs population wants to protect its wild animals, plants, flora, fauna, and views from permanent destruction.</p> <p>Why do we have to struggle to protect this one of a kind beautiful Canyon and fight against a few with a toxic dream to make money?</p>	A32.29VV
53999	W, Jakson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jakson W</p>	A32.3A; A32.3F
45498	W, Kelsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kelsy W	
51435	Wachtel, Eleanor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eleanor Wachtel</p>	A32.3A; A32.3F
54040	Wachtell, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Wachtell</p>	A32.3A; A32.3F
48827	Wack, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Wack</p>	A32.3A; A32.3F
45724	Waddoups, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Waddoups</p>	
51103	Waddoups, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Waddoups</p>	A32.3A; A32.3F
39237	Wade, Angela	<p>Slow Down, let's try the enhanced bus service without widening the road to see what happens over several years before deciding to do things to the canyon that cannot be undone! Please Slow Down!</p>	A32.29VV
40075	Wade, Brennan	<p>This gondola would travel through the Wasatch-Cache National Forest, which is protected by the 2001 Roadless Area Conservation Rule.</p> <p>The 2001 Roadless Area Conservation Rule prohibits road construction and timber harvesting on 58.5 million acres of national forest land. The purpose of the rule is to protect these areas from development and preserve them for their natural and recreational values.</p> <p>The proposed gondola would require the construction of support towers and the installation of cables, which would be considered a form of road construction and would go against the Roadless Rule. The construction and operation of the gondola would have negative impacts on wildlife habitat, water quality, and the overall natural beauty of the area.</p> <p>Additionally, the construction of the gondola would likely lead to increased development and commercialization of the area, which goes against the intent of the Roadless Rule to preserve natural areas and limit development.</p> <p>Overall, the construction of the Little Cottonwood Canyon Gondola is in conflict with the 2001 Roadless Area Conservation Rule due to its potential impact on the natural environment and its promotion of development in a protected area.</p> <p>It would be a major mistake for UDOT to continue down the path of considering a gondola for Little Cottonwood Canyon. I appreciate UDOT recognizing this initial oversight and putting in the time to analyze this aspect of the project.</p>	A32.29VV
41644	Wade, Brian	<p>I am opposed to the gondola option based on 1) Environmental impact 2) Initial cost and ongoing costs which I believe are grossly underestimated. 3) Burden on Utah taxpayers 4) Alta/Snowbird should be liable for much of the cost as they are the primary beneficiaries.</p>	A32.29VV
49357	Wade, Holle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Holle Wade	
51312	Wade, Hunter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hunter Wade</p>	A32.3A; A32.3F
39680	Wade, Ian	The proposed gondola is an appalling idea to benefit two ski areas while being a visual blight forever on a place I've spent many days, winter and summer hiking and skiing. The gondola project should not be exempt from the Roadless Rule. It is a permanent highway project that would have negative impacts on our watershed, plant and animal communities, recreation opportunities, and more. We all depend on the preservation of these areas. You should consider frequent electric bus/ van service on a year round basis before trying anything with the outrageous impact of a gondola.	A32.29VV
54355	Wade, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Wade</p>	A32.3A; A32.3F
50354	Wade, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Wade</p>	A32.3A; A32.3F
42977	Wade, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Wade</p>	
50112	Wadsworth, Cali	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cali Wadsworth</p>	A32.3A; A32.3F
46301	Wadsworth, Carolyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless." Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carolyn Wadsworth</p>	A32.3A; A32.3F
42041	Wager, Jans	<p>I do not support the gondola project. The gondola diminishes the roadless wilderness in and adjacent to the project. For that reason, the gondola as a solution to traffic issues must be rejected.</p>	A32.3A
55945	Wager, Jans	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jans Wager	
40873	Wagman, Anthony	I think the building of the gondola is a waste of public resources and will be environmentally damaging. Therefore it should not be built electric buses are the solution!	A32.29VV
45712	Wagner, Autumn	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Autumn Wagner	A32.3A; A32.3F
40476	WAGNER, DEBORAH	Do not build the gondola! It is a subsidy for the private ski areas and will deface the backcountry for recreationalists. Improve busses and limit vehicles instead.	A32.29VV
52481	Wagner, Eric	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Eric Wagner	A32.3A; A32.3F
50261	Wagner, Jake	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jake Wagner	A32.3A; A32.3F
43017	Wagner, Josh	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Wagner</p>	
49490	Wagner, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Wagner</p>	A32.3A; A32.3F
45833	Wagner, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Wagner</p>	A32.3A; A32.3F
39581	Wagner, Lori	No Gondola please! The taxpayers can not afford this elitist project. Please support our bus system.	A32.29VV
42300	Wagner, Ray	The gondola is not the correct solution for LCC. There are cheaper options that would impact the environment less and fix the traffic faster.	A32.29VV
45970	Wagner, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Seth Wagner	
42211	Wagner, Tim	I am a Utah resident and I do not want roadless areas impacted or developed. Gondola towers clearly violate the Roadless Rule and should not be allowed. They will forever damage the flora and fauna in the canyon and put our crucial water supply in unneeded jeopardy. I am amazed that this is even under consideration. Why not increase buses and use electric buses? This is much more feasible and does not risk our essential water supply and does not violate the Roadless Rule. There are very few roadless areas and we need to protect them. When you develop in roadless areas they are forever marred. How will you ensure that the plants and animals currently in the impacted areas will not be destroyed? I do not support building a gondola in Little Cottonwood Canyon and I am appalled at the idea that tax payer monies would be used for this debacle.	A32.3F; A32.3G; A32.10G
56004	Wagner, Trenton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trenton Wagner</p>	A32.3A; A32.3F
54430	Wagstaff, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Wagstaff</p>	A32.3A; A32.3F
54578	wagstaff, zoe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, zoe wagstaff</p>	A32.3A; A32.3F
55059	Wahinehookae, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Wahinehookae</p>	
52571	Wahl, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Wahl</p>	A32.3A; A32.3F
42846	Wahlberg, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia Wahlberg</p>	A32.3A; A32.3F
49193	Wahlen, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Wahlen	
46464	Wainer, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Wainer</p>	A32.3A; A32.3F
51654	Wainwright, Jacque	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacque Wainwright</p>	A32.3A; A32.3F
51188	waite, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chad waite</p>	A32.3A; A32.3F
42852	Wakamatsu, Lael	<p>To whom it may concern,</p> <p>I am a west coast resident and PhD student in environmental science. I urge you to cancel the gondola to preserve the pristine canyon. Similar to Tasmania, Australia cancelling the cable car on the aboriginal people's sacred kuyani.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lael Wakamatsu</p>	
50590	Wakefield, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Wakefield</p>	A32.3A; A32.3F
47056	Wakley, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Wakley</p>	A32.3A; A32.3F
54903	Wakley, Synthia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Synthia Wakley</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
46259	Walbeck, Landon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Landon Walbeck</p>	A32.3A; A32.3F
52821	Walburger, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Walburger</p>	A32.3A; A32.3F
44547	walcott, adisyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, adisyn walcott</p>	A32.3A; A32.3F
42651	Walcott, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Walcott</p>	
39522	Walczak, Cheryl	GONDOLA, GONDOLA, GONDOLA - built as designed, and staged due to the financing. Least impact on the canyon AND it's animal/plant populations given ever increasing human crowds.	A32.29VV
51844	Walden, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Walden</p>	A32.3A; A32.3F
44738	Waldron, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Waldron</p>	A32.3A; A32.3F
51896	Waldron, Katy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katy Waldron</p>	A32.3A; A32.3F
52160	Walk, Katheryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katheryn Walk</p>	
49738	Walker, Adam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Adam Walker</p>	A32.3A; A32.3F
55503	Walker, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Walker</p>	A32.3A; A32.3F
49364	Walker, Amberlee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amberlee Walker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49791	Walker, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Please listen to the people of Utah, and not use tax money to prop up private business</p> <p>Regards, Brittany Walker</p>	A32.3A; A32.3F
52739	Walker, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Walker</p>	A32.3A; A32.3F
39801	Walker, Clay	<p>WE DO NOT WANT THE GONDOLA.</p> <p>I am in favor of the following course of action:</p> <ol style="list-style-type: none"> 1. mandate that Alta and Snowbird must require parking reservations. If you don't have one, you take the bus or you don't ski. 2. Increase bus service. 3. Increase bus hubs and parking. 4. Toll the road and possibly check for parking passes, especially on inclement weather days. <p>The gondola is an inefficient use of funds, and in the end it will not help with traffic.</p>	A32.29VV
53459	Walker, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Walker</p>	
40209	Walker, Diane	<p>UDOT study criteria seems to be basing its current EIS on the assumption that additional buses traversing up the canyon will be diesel powered. This assumption seems wholly biased to obtain your desired outcome (i.e, to green light the gondola). Stop rigging the game. Taxpayers deserve all the realistic options. UDOT should include in its assessment impacts of additional electric powered buses, as well. I also think a gondola only serving two private corporations should not be exempt from federal roadless protections. That bar should be way higher. Most residents know this abomination to the landscape will only benefit patrons of the private resorts. Do not wave federal protections without also weighing the extremely high PUBLIC cost of destroying our PUBLIC lands forever.</p>	A32.3I; A32.10G
43087	Walker, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Walker</p>	A32.3A; A32.3F
43650	Walker, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Walker</p>	A32.3A; A32.3F
43692	Walker, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Walker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54677	Walker, Katie	<p>To whom it may concern,</p> <p>As a Sandy resident, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Walker</p>	A32.3A; A32.3F
49493	Walker, Kenneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenneth Walker</p>	A32.3A; A32.3F
49212	Walker, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Walker</p>	A32.3A; A32.3F
55867	Walker, Liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Liam Walker</p>	
40702	Walker, Macey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macey Walker</p>	A32.3A; A32.3F
49950	Walker, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Walker</p>	A32.3A; A32.3F
55805	Walker, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Walker</p>	A32.3A; A32.3F
49109	Walker, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Walker</p>	
50305	Walker, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Walker</p>	A32.3A; A32.3F
46284	Walker, Teddy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teddy Walker</p>	A32.3A; A32.3F
47371	Walker, Torri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Torri Walker</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53256	walker, Valerie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valerie walker</p>	A32.3A; A32.3F
54986	Walkington, Kaylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylie Walkington</p>	A32.3A; A32.3F
42930	Wall, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Wall</p>	A32.3A; A32.3F
50694	Wall, Ethney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethney Wall</p>	
41777	Wall, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Wall</p>	A32.3A; A32.3F
42655	Wall, Zoey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zoey Wall</p>	A32.3A; A32.3F
51511	Wallace, Abbigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbigail Wallace</p>	A32.3A; A32.3F
44142	Wallace, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allie Wallace</p>	
46415	Wallace, Ann	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ann Wallace</p>	A32.3A; A32.3F
54485	Wallace, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Wallace</p>	A32.3A; A32.3F
43892	Wallace, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Wallace</p>	A32.3A; A32.3F
52236	Wallace, Bradley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bradley Wallace</p>	
45963	Wallace, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin Wallace</p>	A32.3A; A32.3F
55015	Wallace, Jameson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jameson Wallace</p>	A32.3A; A32.3F
54110	Wallace, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Mackenzie Wallace</p>	
44608	Wallace, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sierra Wallace</p>	A32.3A; A32.3F
40369	Wallace, Sonja	<p>I do not support the gondola.</p> <p>It is a public project (using public funds) to benefit two private businesses. This is wrong!</p> <p>In addition, these two private businesses already benefit from public lands by having out dated leases and not paying the fair market value for those lands.</p> <p>Please look at other options instead of shooting for the moon with this boondoggle!</p> <p>Thank you</p>	A32.29VV
53857	Wallengren, Greta	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Greta Wallengren</p>	A32.3A; A32.3F
45057	Wallentine, Allexa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allexa Wallentine</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50625	Wallentine, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Wallentine</p>	A32.3A; A32.3F
53301	Wallevand, Frederick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Frederick Wallevand</p>	A32.3A; A32.3F
56178	Wallgren, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Wallgren</p>	A32.3A; A32.3F
51780	Wallis, Ayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ayden Wallis</p>	
39655	Wallis, Harriet	<p>Listen to the people. NO GONDOLA.</p> <p>Quit stuffing it down our throats.</p>	A32.29VV
41617	Wallis, Harriet	<p>STOP THE GONDOLA. Common sense says to try the simplest things first -- improve the bus transportation --- make it like buses in Beijing, China.</p> <p>Quit pushing the gondola down our throats.</p>	A32.29VV
43252	Wallis, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Wallis</p>	A32.3A; A32.3F
54079	Walls, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Walls</p>	A32.3A; A32.3F
50244	Walpole, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Walpole</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49910	Walrafen, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Walrafen</p>	A32.3A; A32.3F
41086	Walser, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Walser</p>	A32.3A; A32.3F
53683	Walsh, Annabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabelle Walsh</p>	A32.3A; A32.3F
56294	Walsh, Ashley	<p>To whom it may concern,</p> <p>Please stop this from a Salt Lake City resident! Do not force the general public to pay for something that only benefits private companies. I plead you to make the resorts pay for it or provide options that serve other recreational trailheads and camping areas such as a bus or rail system.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Walsh</p>	
55308	Walsh, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Walsh</p>	A32.3A; A32.3F
41303	Walsh, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Walsh</p>	A32.3A; A32.3F
52645	Walsh, Simon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simon Walsh</p>	A32.3A; A32.3F
52994	Walsh, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Walsh</p>	
54912	Walsworth, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Walsworth</p>	A32.3A; A32.3F
42099	Walt, Nolan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nolan Walt</p>	A32.3A; A32.3F
42304	Walter, Dean	no gondola	A32.29VV
52214	Walter, Madyson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Madyson Walter</p>	
48198	Walter, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Walter</p>	A32.3A; A32.3F
45669	Walters, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Walters</p>	A32.3A; A32.3F
45396	Walters, Austin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Austin Walters</p>	A32.3A; A32.3F
50873	Walters, Lyndsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndsey Walters</p>	
43737	Walters, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Walters</p>	A32.3A; A32.3F
49560	walters, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan walters</p>	A32.3A; A32.3F
50916	Walters, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Walters</p>	A32.3A; A32.3F
52718	Walton, Britanee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Britanee Walton</p>	
41017	Walton, David	You have sent me FOUR reminders about replying to this useless survey. It does not matter one iota what we THE PEOPLE say. Just as you did on gerrymandering and the Inland Port, you people will do whatever makes the legislative cronies and big donors money. The gondola is the single most stupid, idiotic taxpayer-wasting boondoggle ever conceived but you will do whatever benefits those cronies. NOBODY wants the gondola!! NOBODY except a few politicians and their cronies.	A32.29VV
40424	Wambach, Angela	The only option that makes sense to start with is enhanced bus with no widening. Pay the drivers enough and invest in maintenance so they run on time. Even toll single vehicles. The reports are clear on environmental impact of all other options. Trying to shoehorn the gondola into the "activities not otherwise prohibited" loophole of RACR is a sad excuse. As a quality engineer, the data presented does not support any of the other proposed actions.	A32.3A
49848	Wambach, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Wambach</p>	A32.3A; A32.3F
44375	Wan, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Wan</p>	A32.3A; A32.3F
41863	Wand, Syanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Syanna Wand</p>	
44573	Wandishin, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Wandishin</p>	A32.3A; A32.3F
43840	Wang, Charlotte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlotte Wang</p>	A32.3A; A32.3F
40323	Wang, Emmeline	Don't build the gondola	A32.29VV
46014	Wang, Emmeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emmeline Wang</p>	A32.3A; A32.3F
41176	Wang, Fangyi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fangyi Wang</p>	
54994	Wang, Ruoting	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruoting Wang</p>	A32.3A; A32.3F
39804	Wang, Shenghan	We are moving out of the state literally because of this gondola.	A32.29VV
45885	Wang, Yifan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yifan Wang</p>	A32.3A; A32.3F
48793	Wangsgard, Jamus	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Jamus Wangsgard	
42308	Waniger, Jarid	It is quite good to know that UDOT has recognized and acknowledged the potential implications that gondola construction would surely cause in the designated roadless areas in Little Cottonwood Canyon. The construction of a gondola will have the same environmental impacts as constructing a literal road. Without a doubt, there will be highly significant impacts on the watershed, dispersed recreation, timber, vegetation, habitats, hiking trails, camp spots, and climbing routes if the gondola's construction is pursued. We should protect and honor these spaces, and end plans for a gondola altogether. Other options can and should be pursued to alleviate growing traffic congestion as our city grows.	A32.3A; A32.3F
51443	Wanlass, Jase	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jase Wanlass	A32.3A; A32.3F
49631	Wanlass, Logan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Logan Wanlass	A32.3A; A32.3F
42534	Wannenmacher, Allison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Allison Wannenmacher	A32.3A; A32.3F
55235	Wanner, Madison	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Wanner</p>	
53353	Wanzek, Janelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Janelle Wanzek</p>	A32.3A; A32.3F
43598	Warburton, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Warburton</p>	A32.3A; A32.3F
46775	Warby, Marley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marley Warby</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48709	Warby, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Warby</p>	A32.3A; A32.3F
48671	Warchol, Katarzyna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katarzyna Warchol</p>	A32.3A; A32.3F
40455	Ward, Alec	<p>I would like to express my opposition to the proposed gondola project. There is no way to accomplish it without impacting the beautiful hiking, climbing, wildlife viewing, ski touring, biking and recreation areas enjoyed by hundreds of thousands of Utahans and visitors. Alleviating 5-10 weekend days of heavy traffic cannot be worth this impact - however well mitigated. Please help preserve our state's natural beauty through less high-footprint alternatives such as expanded bus and carpool options.</p>	A32.29VV
47647	Ward, Aundrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aundrea Ward</p>	A32.3A; A32.3F
45940	Ward, Bethany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bethany Ward</p>	
54762	Ward, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Ward</p>	A32.3A; A32.3F
52678	Ward, Carri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carri Ward</p>	A32.3A; A32.3F
41949	Ward, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Ward</p>	A32.3A; A32.3F
54117	Ward, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Ward</p>	
45648	Ward, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Ward</p>	A32.3A; A32.3F
56132	Ward, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Ward</p>	A32.3A; A32.3F
45440	Ward, Finnegan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Finnegan Ward</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55233	Ward, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Ward</p>	A32.3A; A32.3F
41243	Ward, Jerron	<p>This is ridiculous. Do you know how many potholes I deal with every day? Our roads are crumbling, and you want to build a gondola that will most benefit elite upper classers, many from out of state. Implement strict bussing regulations for people who use the ski resort, built a parking lot for their cars and charge fees for it while you set up bus routes. Boom problem solved.</p> <p>This entire affair reeks of cooperate corruption. If this goes through, I will push for a public enquiry into who accepted bribes for this.</p>	A32.29VV
46939	Ward, Johnna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johnna Ward</p>	A32.3A; A32.3F
52579	Ward, Kara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kara Ward</p>	A32.3A; A32.3F
47966	Ward, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Ward</p>	
45048	Ward, Kimiora	<p>To whom it may concern,</p> <p>My current zip code is not in UT but I am from SLC. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimiora Ward</p>	A32.3A; A32.3F
51056	Ward, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Ward</p>	A32.3A; A32.3F
45216	Ward, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Madeline Ward	
49928	Ward, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Ward</p>	A32.3A; A32.3F
51133	Ward, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Ward</p>	A32.3A; A32.3F
40816	Ward, Melina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melina Ward</p>	A32.3A; A32.3F
47221	Ward, Micale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micale Ward</p>	
42092	Ward, Mitchell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mitchell Ward</p>	A32.3A; A32.3F
49317	Ward, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Ward</p>	A32.3A; A32.3F
46609	Ward, Ricardo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ricardo Ward</p>	A32.3A; A32.3F
49834	Ward, Sean	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sean Ward</p>	
51331	Ward, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Ward</p>	A32.3A; A32.3F
43877	Warden, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Warden</p>	A32.3A; A32.3F
45458	WARDLE, WIL	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, WIL WARDLE</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49250	Ware, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Ware</p>	A32.3A; A32.3F
55001	Wareham, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Wareham</p>	A32.3A; A32.3F
45552	Warfel, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Warfel</p>	A32.3A; A32.3F
45652	Warna, Marco	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marco Warna</p>	
55157	Warnas, Jocelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jocelyn Warnas</p>	A32.3A; A32.3F
40615	Warne, Aniah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aniah Warne</p>	A32.3A; A32.3F
41096	Warnecke, Karla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karla Warnecke</p>	A32.3A; A32.3F
39829	Warner, Abigail	<p>It seems clear that the best option with the least impact on our environment, the canyon and the taxpayers/budget is to increase the bus system. NO gondola and NO road widening. This issue effects a small portion of our population so let's not waste resources that don't help many people and let's also not destroy any of the beautiful nature that makes Utah so special.</p>	A32.29VV
43825	Warner, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Warner</p>	
44594	Warner, Annabelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annabelle Warner</p>	A32.3A; A32.3F
52042	Warner, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Warner</p>	A32.3A; A32.3F
40818	Warner, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Daniel Warner	
49690	Warner, Debra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Debra Warner</p>	A32.3A; A32.3F
47481	Warner, Ivy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ivy Warner</p>	A32.3A; A32.3F
56119	Warner, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Warner</p>	A32.3A; A32.3F
39513	Warner, M	How many more times do I need to make comments?? Ridiculous NO GONDOLA	A32.29VV
41381	Warner, Mackenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mackenzie Warner</p>	
54371	Warner, Maximilian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maximilian Warner</p>	A32.3A; A32.3F
53870	Warner, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Warner</p>	A32.3A; A32.3F
55429	Warner, Monique	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monique Warner</p>	A32.3A; A32.3F
43901	Warner, Nathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathan Warner</p>	
56111	Warner, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachael Warner</p>	A32.3A; A32.3F
43543	warner, rylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>As a local of little cottonwood canyon who uses the recreational areas nearly everyday regardless of the season I feel very strongly about this, I hope you listen to the many voices arguing against it.</p> <p>Regards, rylie warner</p>	A32.3A; A32.3F
41366	Warner, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Warner</p>	
45257	Warners, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Warners</p>	A32.3A; A32.3F
50510	Warnick, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexis Warnick</p>	A32.3A; A32.3F
49685	Warnick, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Warnick</p>	A32.3A; A32.3F
52570	Warnick, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Warnick</p>	
51642	Warnick, Kenneth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenneth Warnick</p>	A32.3A; A32.3F
50098	Warnick, Sterling	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sterling Warnick</p>	A32.3A; A32.3F
49129	Warnick, Weston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weston Warnick</p>	A32.3A; A32.3F
50360	warnken, kennedy	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kennedy warnken</p>	
50841	Warnken, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin Warnken</p>	A32.3A; A32.3F
48067	Warr, Jezandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jezandra Warr</p>	A32.3A; A32.3F
52709	Warr, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kaylee Warr	
46811	Warren, Ainsley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ainsley Warren</p>	A32.3A; A32.3F
53869	Warren, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Warren</p>	A32.3A; A32.3F
44143	Warren, Brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brinley Warren</p>	A32.3A; A32.3F
50359	warren, Clark	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Clark warren</p>	
50573	warren, Erik	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erik warren</p>	A32.3A; A32.3F
52704	Warren, Holly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Holly Warren</p>	A32.3A; A32.3F
48604	Warren, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I'm also a new resident of Utah and I don't want this beautiful state to be tarnished already when I just moved here to enjoy the openness, and beauty of this amazing state.</p> <p>Regards, Ian Warren</p>	A32.3A; A32.3F
50385	Warren, Kayla	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Warren</p>	
50481	Warren, Pam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Pam Warren</p>	A32.3A; A32.3F
55704	Warren, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Warren</p>	A32.3A; A32.3F
51868	Warren, Rose	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Rose Warren</p>	
53358	Warrington, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Warrington</p>	A32.3A; A32.3F
49325	washburn, jaycie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, jaycie washburn</p>	A32.3A; A32.3F
55400	Washburn, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Washburn</p>	A32.3A; A32.3F
45708	Washburn, Macie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macie Washburn</p>	
56086	Washington, Dan	<p>I thought that the original plan for the train was to include stops at trail heads and also access Big Cottonwood Canyon and Park City. It would make much more sense to address the entire Cottonwood Canyons issues instead of doing only one canyon. Giving alternative transportation options for all recreation areas in the canyon should be included instead of spending all that money to benefit the two ski areas.</p> <p>Sent from my iPad</p> <p>On Apr 17, 2023, at 8:05 AM, Little Cottonwood EIS Project Team <littlecottonwoodeis@utah.gov> wrote:</p> <p>Can't read or see images? View this email in a browser</p> <p>Public Comment Period For Supplemental Information Reports</p> <p>Closes April 18 at 11:59pm MST Comments on the reports will be published and addressed in the Record of Decision Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>As many of you are aware, the Utah Department of Transportation (UDOT) released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon in August of 2022 and held a public comment period, with the project team receiving over 13,000 comments.</p> <p>As a result of the comments received, the project team determined additional analysis was warranted regarding the impacts of the Final EIS alternatives to Inventoried Roadless Areas under the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) and, in general, the RACR prohibits road construction, road reconstruction, and timber harvesting (cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>Also following publication of the Final EIS, the Federal Highway Administration (FHWA) requested that UDOT complete additional air quality analysis. In particular, FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet.</p> <p>As a result of public and agency input, UDOT has issued two supplemental information reports to evaluate applicability of the RACR and the potential impacts to IRAs and for additional air quality analysis.</p> <p>The public review and comment period for the supplemental information reports is open until April 18, 2023 at 11:59pm MST and the project team is accepting comments on the analysis contained in these reports. Formal comments can be mailed or submitted through the project website, email,</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>voicemail, and text messages. This information is listed on the Contact section of the website.</p> <p>Please note that as the public had the opportunity to comment on the entire Final EIS, comments received in this comment period that are unrelated to the supplemental information reports will not be addressed in the Record of Decision (ROD). View Reports Submit Comment</p> <p>Agency Coordination Some of the elements in the alternatives evaluated in the Final EIS are located on National Forest System lands managed by the Uinta-Wasatch-Cache National Forest under the 2003 Revised Wasatch-Cache Forest Plan. A Forest Service decision may be required pending the FHWA's determination of what, if any, National Forest System lands needed for the selected alternative may be appropriated under their authorities (23 USC 317). Appropriation of National Forest System lands by the FHWA would be a non-exclusive easement for highway use, with the Forest Service retaining jurisdiction over all other uses.</p> <p>The Forest Service decision would be to authorize UDOT's use of National Forest System lands for the selected alternative, as analyzed in the Final EIS, and may also include a Forest Plan amendment if the proposed use is inconsistent with the Forest Plan. A Forest Service ROD, if necessary, would be based on the Final EIS and supplemental information reports, and would be issued after UDOT's ROD is published. The Forest Service ROD would be subject to the Forest Service project-level objection process (36 CFR 218).</p> <p>Final EIS Information Due to the amount of public interest in the Little Cottonwood EIS, many sources are sharing project information and data with varying degrees of accuracy. Please see the tables below for the most current and accurate information directly summarized from the Final EIS regarding the alternatives being considered. View All Final EIS Materials</p> <p>EIS Process & Schedule It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum. The NEPA public comment process is not a vote, but rather an opportunity for UDOT to field concerns, suggestions or criticism for a project's purpose and need, alternatives, and to evaluate whether additional engineering or environmental analysis is needed, as well as the mitigation measures proposed to minimize environmental impacts.</p> <p>The public comment periods and input received throughout the EIS process provide opportunities for UDOT to improve the study documentation and make sure it's thorough, accurate, and complete. UDOT's final decision will consider how the alternative best meets the project purpose as well as an alternative's environmental impacts. View Final EIS Comments</p> <p>Informational Videos Watch Part 1 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred alternative and proposed phased implementation.</p> <p>Watch Part 2 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred sub-alternatives.</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.</p> <p>Connect with us.</p> <p>Website Email Facebook Twitter Instagram The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.</p> <p>This email was sent by littlecottonwoodeis@utah.gov to dswashi71@gmail.com Not interested? Unsubscribe Manage Preference Update profile HDR Kansas,United States,</p>	
53641	washnock, julie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, julie washnock</p>	A32.3A; A32.3F
41838	wasicko, Zane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zane wasicko</p>	A32.3A; A32.3F
47301	Waskevich, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Katelyn Waskevich	
41004	Waskowicz, John	Governor Cox recently gave a statement that the taxpayers shouldn't carry the burden of paying for a MLB stadium. HOW IS THE GONDOLA ANY DIFFERENT? Why should the taxpayers pay for something that only benefits several businesses? The people of Salt Lake are against this plan.	A32.29VV
39921	Wason, Mike	What used to be a beautiful view from the top of the canyon will now be ugly ugly with the gondola visible for a long way down. Please reconsider and stop this project.	A32.29VV
39924	Wason, Vicky	We have a timeshare at iron Blossam in Snowbird. We would like to continue to enjoy the peaceful quiet environment. The amount of infrastructure that will have to be put in place for the Gondola, is unacceptable. I am against the gondola. Thank you for considering my comments.	A32.29VV
39460	Wasser, Ben	How can you justify using taxpayer \$ for a project that will do nothing for 99% of Utah residents and only pad the pockets of executives at Snowbird and Alta? You are gaslighting us into thinking this is something we need. Make a bus lane and big old park and ride. Install a booth where traction law will actually be enforced. People driving up in rental cars and with bald tires cause by far and away the most problems	A32.29VV
46912	Wasser, Rosalie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Rosalie Wasser	A32.3A; A32.3F
54452	Wassmuth, Jayden	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jayden Wassmuth	A32.3A; A32.3F
54560	Wasson, Erin	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Wasson</p>	
53544	Watanabe, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Watanabe</p>	A32.3A; A32.3F
48254	Watanabe, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Watanabe</p>	A32.3A; A32.3F
44461	Waterman, Jay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jay Waterman</p>	A32.3A; A32.3F
41080	Waters, Megan	<p>I am disappointed to see this move forward this way. Your overview fact sheet describes the public comment themes as "supportive of the gondola", however in a quick scan of your comment database document, I can see there are definitely comments suggesting they are opposed to the gondola. Please accurately reflect that there is community and public opposition and the reasons you'd move forward this option given that opposition. I also noticed regarding the comments documents, you state that there hasn't been a full analysis of the comments - has that been completed now? I'd like to understand how that analysis has informed the path forward.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		As a Canyon user, I oppose the gondola option. It does not provide a solution that works best for the community and public as a whole, rather serves private interest. The watershed and environment are at risk if this is the way forward. Please reconsider the utility of this option given the important goals of preserving canyon access, protecting critical environment and watershed, and responsibly spending taxpayer dollars. Be creative and see how we can leverage an enhanced bus solution that provides more equitable access throughout the canyons.	
47339	Waters, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Waters</p>	A32.3A; A32.3F
50115	Watkins, Alicia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alicia Watkins</p>	A32.3A; A32.3F
50827	Watkins, Brookelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brookelyn Watkins</p>	A32.3A; A32.3F
53363	Watkins, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Watkins</p>	
54697	Watkins, Faxon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Faxon Watkins</p>	A32.3A; A32.3F
52075	Watkins, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Watkins</p>	A32.3A; A32.3F
45492	Watkins, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten Utah's critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim out-of-state few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule as it was written.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you, and please don't contribute to developing every inch of this country. If you do, you will soon have nowhere to take a true vacation</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Hannah W. Regards, Hannah Watkins	
46972	Watkins, Jack	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jack Watkins	A32.3A; A32.3F
52015	Watkins, Karen	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Karen Watkins	A32.3A; A32.3F
39411	Watkins, Lauren	As a parent and resident of Utah it is important to me to respect the roadless statutes set out. The gondola base stations and supports would not respect these statutes. There will be areas cleared that will marr the natural landscape and bring increased traffic into areas that are designated as roadless. Please consider the bus Option A which is less cost, less impact on the environment, and will respect the roadless rules that are in place.	A32.3A
40937	Watkins, River	No gondola!! Save the canyon from the gondola!	A32.29VV
51515	Watkins, Sasha	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sasha Watkins	A32.3A; A32.3F
45870	Watne, Zac	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Watne</p>	
47700	Watson, Case	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Case Watson</p>	A32.3A; A32.3F
54725	Watson, Chester	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chester Watson</p>	A32.3A; A32.3F
39597	Watson, Clay	<p>I'm very concerned that all of the proposed alternatives eliminate roadside parking in parts of the canyon that don't have established trails.</p> <p>1) From 4.3.1.3 Trailhead Parking Alternatives</p> <p>"Eliminating parking within 1/4 mile from the new Bridge Trailhead and the existing Lisa Falls and White Pine Trailheads would not impact popular roadside parking areas to access dispersed recreation. "</p> <p>I disagree because there are going to be 20-30 days a year when these parking areas will be completely overflowing with cars. People will end up parking 1/4 mile down the road and then will walk along the road to get to these attraction sites.</p> <p>2) Also from 4.3.1.3 Trailhead Parking Alternatives:</p> <p>"With the Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative, the Maybird and Tanners roadside pullouts would be</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>eliminated. There are no designated trails in these areas that are used by climbers and backcountry skiers."</p> <p>This is crazy! I've hiked in these areas for years. Just because the FS did not create a trail there does not mean people are not accessing those areas!!</p> <p>3) (continuing) "Note also that the China Wall pullout, which is in the Twin Peaks IRA and is used during the summer only for accessing side canyons and the informal White Pine bouldering area, would also be eliminated by this alternative (and by the snow sheds). These pullouts would not be replaced by formal parking areas (access would be provided by the White Pine Trailhead) and, therefore, the RACR would not apply to this alternative."</p> <p>Have you ever tried walking beside a road with a crash pad on your back? How about with two or three of them? When a car speeds by, the wind nearly pushes you down and it's crazy dangerous.</p> <p>This plan is flawed because forcing people to park at the White Pine Trailhead will inevitably force people to walk along the road, placing themselves at risk.</p> <p>Again, just because there are no designated/improved trails at a particular location does not mean people are not accessing those areas!</p> <p>This is particularly true for the 9 months of the year these areas are not covered in snow.</p> <p>4) Both Tanners and Maybird roadside parking access areas have informal trails leading to very rugged, steep side canyons. Adding another mile to the hike would effectively eliminate dispersed recreation in these areas.</p> <p>Unless the FS is actually planning on creating a trail network to link these locations? How would that be accomplished while also maintaining wilderness boundaries?</p> <p>There are many other areas in the canyon like this. Unless the FS is considering adding trail access to these areas, I hope you will please consider allowing parking access to remain open.</p> <p>5) Several versions of the proposed alternatives propose eliminating roadside parking in the town of Alta. Other portions of the EIS alternatives state that, "elimination of the other roadside pullouts would not alter the recreation opportunities of the Twin Peaks IRA."</p> <p>I propose that both of these sentiments are quite flawed and do not consider the timing and location that skiers access the canyon.</p> <p>I hope you will consider that the costs of skiing at the resorts has driven many people to access the backcountry. Eliminating the 230 parking sites would effectively clamp down and eliminate much of the back country skiing access.</p> <p>This is especially true for those who ski before work. There is a large slice of the backcountry skiing population who ski before work. They park at 5AM and leave before 9. Eliminating their roadside parking effectively eliminates their ability to ski before work.</p> <p>6) Several versions of the EIS alternatives state, "Some backcountry skiers destined for areas within and above the Twin Peaks IRA could use the gondola, which could increase backcountry use; however, increased backcountry use is difficult to predict. Increased backcountry use could increase the amount of human waste in the backcountry and indirectly affect water quality."</p> <p>The first half of this statement could be true, depending on the hours of operation of the gondola. I find it hard to believe the gondola will operate at the early morning hours that most BC skiers initiate their tour.</p> <p>The second half of this statement is crazy. Where is the research that verifies the incidence of human waste in the canyon? How do you know people aren't carrying their waste out? How many more people at the ski resorts urinate in the trees?</p> <p>7) From Table 3, the Project Effects on the Unique Characteristics:</p> <p>"For roadway users and forest users near the gondola alignment and snow sheds, the landscape would appear severely altered, and the snow shed infrastructure would dominate the visual setting in the immediate foreground and foreground areas. The gondola and snow sheds would diminish but not limit the management of the scenic byway by the USDA Forest Service to protect scenic vistas and intrinsic scenic qualities of the canyon overall. The medium (3) score for this roadless value would not change. "</p> <p>The gondola will absolutely destroy the scenic beauty of this canyon. No question about it.</p> <p>8) From Table 2: Roadless Values and Project Effects from the Enhanced Bus Service in Peak-period Shoulder Lane Alternative</p> <p>"Some backcountry skiers could take the bus to the resorts, which could increase backcountry use in the winter. See Chapter 20, Indirect Effects, of the Little Cottonwood Canyon Final EIS for more information regarding the potential indirect impacts."</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>This does not ring true, unless you had dedicated hours of bus service that catered to early morning or late tourers.</p> <p>9) "The minor amount (between 0.37% and 0.42%) of land disturbance adjacent to the existing road, the minor amount of impact to the existing Lisa Falls Trail, elimination of the China Wall roadside pullout, and elimination of the other roadside pullouts would not alter the recreation opportunities of the Twin Peaks IRA. The low (1) score for the primitive and semi-primitive recreation roadless value would not change."</p> <p>Not true because many of the areas accessed by these trails don't just go to the areas right by them. For example, much of the bouldering above the China Wall and adjacent gullies are accessed by an informal trail system that projects far into the back country.</p>	
40321	Watson, Elizabeth	<p>I do not support the installation of the proposed overhead gondola especially if it is funded by Utah taxpayers. The unfavorable short term disruption during construction and the long term impact on the environment, biota and natural resources is unacceptable and indefensible. Please vote against this proposal which is only business oriented and motivated and keep this pristine buffer between already existing developed and busy areas intact. The use of public funds is totally indefensible given the many other priorities and insecurities facing our State, especially when an enhanced bus system with reservations if done correctly would be far less expensive, usable year round, more accessible and far less expensive. Remove this from the budget permanently.</p>	A32.29VV
46176	Watson, Jacy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacy Watson</p>	A32.3A; A32.3F
44912	Watson, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Watson</p>	A32.3A; A32.3F
43278	Watson, Leigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Leigh Watson</p>	
39537	Watson, Mark	<p>Improved bus traffic including new parking. Restrict private vehicles with use of parking permits for property owners and employees during ski season. NO TRAM or TRAINS</p>	A32.29VV
40730	Watson, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Watson</p>	A32.3A; A32.3F
40762	Watson, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Watson</p>	A32.3A; A32.3F
52186	Watson, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Watson</p>	A32.3A; A32.3F
40061	Watt, Jeremiah	<p>A gondola would require implementing towers, angle stations, snowsheds, and clearing vegetation in protected IRAs not only does directly conflict with the entire purpose of the area but it also doesn't consider the natural qualities of LCC and the unrepairable harm to the ecosystem. LCC is a respite from the chaos of the ever-growing city and this will definitely destroy the ambience!</p>	A32.29VV
48076	watters, Caden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caden watters</p>	
39292	Watters, Deborah	<p>As a resident of Salt Lake County I strongly oppose the gondola and widened bus lane options. This is a multi-million dollar solution in search of a problem. SLC has way more important needs than a way to get more skiers up LCC. This is a boondoggle for the two resorts and a disgraceful expenditure of taxpayer funds to benefit two resorts and a few thousand people a few weeks a year.</p>	A32.29VV
47362	Watteyne, McKinsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKinsey Watteyne</p>	A32.3A; A32.3F
52493	Watts, Charles	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charles Watts</p>	A32.3A; A32.3F
51289	Watts, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Watts</p>	
49705	Watts, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Watts</p>	A32.3A; A32.3F
45496	Watts, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Watts</p>	A32.3A; A32.3F
52751	Watts, Maeghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maeghan Watts</p>	A32.3A; A32.3F
43935	Watts, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Watts</p>	
44570	Watts, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Watts</p>	A32.3A; A32.3F
50093	Watts, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Watts</p>	A32.3A; A32.3F
47023	Waugaman, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Waugaman</p>	A32.3A; A32.3F
53703	Waugh, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Waugh</p>	
45382	Way, Martha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. More ski buses, more often would be a much smarter solution!!!</p> <p>Regards, Martha Way</p>	A32.3A; A32.3F
43861	Wayman, Eric	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eric Wayman</p>	A32.3A; A32.3F
43339	Wayment, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Wayment	
43651	Wayment, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Wayment</p>	A32.3A; A32.3F
42824	Weaver, Alexandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alexandra Weaver</p>	A32.3A; A32.3F
53555	Weaver, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Weaver</p>	A32.3A; A32.3F
47449	WEAVER, JACK	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, JACK WEAVER</p>	
39556	WEAVER, JACK	<p>I am opposed to the gondola. The gondola would destroy so much of the natural resources in Little cottonwood canyon. And it would serve primarily skiers and the ski resorts. There are so many user groups like climbers and hikers that would bear the brunt of the gondolas negative impact and experience none of the benefits. It seems extreme to go from no. Or very limited traffic abatement measures to an incredibly expensive gondola. I would urge you to consider all the other solutions that are incredibly cheap compared to the gondola and more environmentally friendly. Methods like charging less parking for those the carpool or charging a higher amount to park at the resorts per car would encourage people to take fewer vehicles up the canyon. Increasing bus service could also help. Traffic may also be a natural inhibitor to reduce the number of people in the canyon. I understand that skiing is important for the economy and that people in salt lake love to ski, but we don't want our beautiful natural resources to be loved to death.</p>	A32.29VV
52115	Weaver, Natalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalee Weaver</p>	A32.3A; A32.3F
52159	Weaver, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Weaver</p>	A32.3A; A32.3F
41301	Weaver, Veronica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Veronica Weaver</p>	
55943	webb, avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, avery webb</p>	A32.3A; A32.3F
48694	Webb, Ben	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ben Webb</p>	A32.3A; A32.3F
42238	Webb, Bryan	<p>As ski lift Electrician who has been in the lift industry for over 25 years and a local who has grown up in these canyons for over 50 years, I am in full support of the Gondola. It seems to me that most of the public opinion against the Gondola is based on misinformation, like the Gondola always being shut down for high winds or not being able to run during adverse winter conditions. These and many other arguments are simply not true, and I hope that you will base your decision off of facts. One aspect of these road closures that seems to not get brought up is the health and safety of those who are stuck up the canyon with no way out. If someone has a medical emergency or heaven forbid, we have multiple medical emergencies, how do we get them to the hospital? LifeFlight will not fly in low visibility, we can't put them on "more" busses. This is a very real situation that has happened more than once, and we have gotten lucky. The Gondola is the only proposal that can get people out safely when the road is closed, and the visibility is compromised. There are many more boxes that the Gondola checks that the other proposals don't, and there are many of us who support the Gondola proposal who are not vocal on social media. My hope is that you base your decision on facts and not a vocal group of people basing their opposition off of conjecture and misinformation.</p>	A32.29VV
50365	Webb, Kaylee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylee Webb</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50835	Webb, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Webb</p>	A32.3A; A32.3F
55506	webb, Lisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lisa webb</p>	A32.3A; A32.3F
54721	Webb, Montana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Thank you</p> <p>Regards, Montana Webb</p>	A32.3A; A32.3F
53790	Webb, Nellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nellie Webb</p>	
44214	Webber, Jamie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamie Webber</p>	A32.3A; A32.3F
49023	Webber, Marc	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marc Webber</p>	A32.3A; A32.3F
42084	Webber, McKenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenna Webber</p>	A32.3A; A32.3F
49800	Weber, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Weber</p>	
48629	Weber, Gabrielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabrielle Weber</p>	A32.3A; A32.3F
49310	Weber, Monika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monika Weber</p>	A32.3A; A32.3F
50399	Weber, Paulina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paulina Weber</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
47267	Weber, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob Weber</p>	A32.3A; A32.3F
49009	Weber, Ry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ry Weber</p>	A32.3A; A32.3F
42187	Weber, Stephanie	<p>Hello,</p> <p>As a resident of Salt Lake City and a frequent visitor of Little Cottonwood Canyon, I believe the best transportation alternative for SR210 is an enhanced bus service. Snow sheds will help keep existing roads clear and make use of the existing infrastructure, whereas the proposed gondola solution ignores a multitude of environmental risks that are posed by construction and continued operation. Operation of the gondola will require service roads and continued road maintenance, meaning the cost of the project will far exceed that of other alternatives. Little Cottonwood Canyon deserves to be kept wild, and its finite capacity respected. The gondola is not the appropriate solution, fiscally or environmentally, when simpler and friendlier solutions exist, like enhanced bus services.</p>	A32.29VV
40032	webster, shauna	I don't feel that a gondola is the solution, nor widening roads. There should be other options explored that have less environmental impact.	A32.29VV
39242	webster, shauna	I feel that gondolas are not the solution. Also do not widen the road. Rather electric buses.	A32.29VV
41475	Wechsler, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Wechsler</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55025	Wedemeyer, Micah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Micah Wedemeyer</p>	A32.3A; A32.3F
53389	wedemeyer, sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, sofia wedemeyer</p>	A32.3A; A32.3F
49259	Wedler, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Wedler</p>	A32.3A; A32.3F
52949	Weed, Mallory	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mallory Weed</p>	
46596	Weed, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike Weed</p>	A32.3A; A32.3F
45415	weedon, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha weedon</p>	A32.3A; A32.3F
47928	Weeks, Alec	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alec Weeks</p>	A32.3A; A32.3F
45187	Weeks, Kiley	<p>To whom it may concern,</p> <p>Find a solution that works for locals and less than wealthy people.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiley Weeks</p>	
54606	Weeks, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Weeks</p>	A32.3A; A32.3F
45350	Weeks, Missy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Missy Weeks</p>	A32.3A; A32.3F
49698	Weeks, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Weeks</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49403	Weenig, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Weenig</p>	A32.3A; A32.3F
46634	Wegenke, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Wegenke</p>	A32.3A; A32.3F
44138	Weggemann, Amelia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amelia Weggemann</p>	A32.3A; A32.3F
47280	Wegleitner, Levi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Levi Wegleitner</p>	
46450	Wegner, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Wegner</p>	A32.3A; A32.3F
54804	Wegner, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Wegner</p>	A32.3A; A32.3F
55346	Wegrowski, Tanner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tanner Wegrowski</p>	A32.3A; A32.3F
41346	Wei, Jill	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jill Wei</p>	
53197	Weidner, Cody	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cody Weidner</p>	A32.3A; A32.3F
53843	Weidner, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin Weidner</p>	A32.3A; A32.3F
52792	Weierman, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Weierman</p>	A32.3A; A32.3F
43812	Weiers, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey Weiers</p>	
45626	weiland, Andy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andy weiland</p>	A32.3A; A32.3F
47005	Weiler, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Weiler</p>	A32.3A; A32.3F
40396	Weiler, Jennifer	<p>The 2001 Roadless Rule is meant to preserve wild areas from development. It works in Little Cottonwood Canyon by creating buffers from traffic on State RD 201 to some of the Wasatch's most protected wild areas. The gondola construction will impact not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Construction of the gondola goes against everything the 2001 Roadless Rule is intended to do.</p> <p>Building gondola towers in Roadless Areas will greatly impact over 1,200 different plants and animals.</p> <p>As a person living in Utah, I cannot support a proposal that would reduce acres of land that are classified as "Roadless." The gondola project will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas. I say no to a gondola in LCC because of the impacts to the Roadless Rule.</p>	A32.3A; A32.3F
43177	Weimer, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Weimer</p>	
41064	weinand, chris	<p>A gondola should not be apart of the proposed solutions because it will not help congestion in the canyon. It will only help the ski areas make more money at the expense of the tax payers. Salt Lake City should deal with the shrinking Great Salt Lake before dumping millions into a "solution" to LCC ski areas not making enough money.</p>	A32.29VV
41347	Weinberger, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Weinberger</p>	A32.3A; A32.3F
54895	Weinbrenner, Brittany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon.</p> <p>I am not a resident but feel strongly about protecting wild spaces and equitable access to recreation. A solution that focuses on private access over public impact seems very disheartening.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittany Weinbrenner</p>	A32.3A; A32.3F
45677	Weinhardt, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rachel Weinhardt	
42976	Weinheimer, Autumn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Autumn Weinheimer</p>	A32.3A; A32.3F
47651	Weinheimer, Prairie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Prairie Weinheimer</p>	A32.3A; A32.3F
41506	Weinner, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Weinner</p>	A32.3A; A32.3F
40974	Weinstein, David	I am very opposed to this project. It's a terrible use of Utah taxpayer money.	A32.29VV
47561	weintraub, Abe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abe weintraub</p>	
46027	Weintraub, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Weintraub</p>	A32.3A; A32.3F
52640	Weir, Charlene	<p>To whom it may concern,</p> <p>Please listen to those of us who live here and use those canyons every day all year around. I oppose the Little Cottonwood Canyon Gondola project!!! There are more effective alternatives to reducing traffic congestion in the canyon. Putting up the gondola structures will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas,</p> <p>It destroys non- skiing use and will be outdated in 20 years It threatens our critical watershed</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless,"</p> <p>I support using our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times,</p> <p>Regards, Charlene Weir</p>	A32.3A; A32.3F
46423	Weir, Lili	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lili Weir	
45823	Weis, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Weis</p>	A32.3A; A32.3F
48603	Weis, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Weis</p>	A32.3A; A32.3F
49119	weiss, alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, alex weiss</p>	A32.3A; A32.3F
54838	Weiss, Deandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deandra Weiss</p>	
46473	Weiss, James	<p>To whom it may concern,</p> <p>As a former resident of Utah, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, James Weiss</p>	A32.3A; A32.3F
53320	Weiss, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Weiss</p>	A32.3A; A32.3F
55501	Weiss, Robert	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robert Weiss</p>	A32.3A; A32.3F
41550	Weister, Dane	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing, and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	
40552	Weister, Kathleen	Not in support of the gondola.	A32.29VV
52004	Weiszbrod, Marcie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marcie Weiszbrod</p>	A32.3A; A32.3F
46656	Welborn, Myranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Myranda Welborn</p>	A32.3A; A32.3F
48534	Welch, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Welch</p>	A32.3A; A32.3F
54640	Welch, Hannah	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Welch</p>	
54819	welch, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John welch</p>	A32.3A; A32.3F
41162	Welch, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Welch</p>	A32.3A; A32.3F
45782	welch, Richard	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Richard welch</p>	
45081	Welch, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Welch</p>	A32.3A; A32.3F
46682	Welker, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Welker</p>	A32.3A; A32.3F
44310	Wellard, Kaden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaden Wellard</p>	A32.3A; A32.3F
52626	Wellborn, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Wellborn</p>	
42672	Weller, audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, audrey Weller</p>	A32.3A; A32.3F
54360	Weller, Bronte	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bronte Weller</p>	A32.3A; A32.3F
54130	Weller, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Weller</p>	A32.3A; A32.3F
40065	Weller, Michael	Take aerial photos now and review your design (especially tower placements) after recent avalanche cycle.	A32.29VV
40619	Well-Off-Man, Inga	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Inga Well-Off-Man</p>	
44813	Wells, Abby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby Wells</p>	A32.3A; A32.3F
46514	Wells, Alayna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alayna Wells</p>	A32.3A; A32.3F
48270	Wells, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emma Wells	
49590	Wells, Erika	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erika Wells</p>	A32.3A; A32.3F
41056	Wells, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Wells</p>	A32.3A; A32.3F
40031	Wells, James	the gondola would directly violate the Roadless Rule and negatively impact wilderness areas.	A32.29VV
54027	Wells, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Wells</p>	A32.3A; A32.3F
46938	wells, Madi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madi wells</p>	
47111	Wells, Miranda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Miranda Wells</p>	A32.3A; A32.3F
45102	Wells, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter Wells</p>	A32.3A; A32.3F
39439	Wells, Sharlene	<p>The push to construct the gondola needs to stop. It is not in accordance with the Roadless Rule. It is unrealistic to think that for the part of the year that there is pressure on the transportation up the canyon, which is less than half of the year, that the expensive, intrusive, and unpopular gondola is the solution. Let the gondola idea go and find a better solution that is compliant, less expensive, less intrusive on the environment, and more suitable year round.</p>	A32.3A
39325	Wells, Sharlene	<p>The amount of time that traffic in Little Cottonwood Canyon is problematic is only during the ski and snowboarding months. I object to the gondola option which is a year-round solution. I object to the damage to the environment that it would cause. I think it would be an eyesore and I object to it being installed. I object to the burden it would put on tax payers, especially those of us who are elderly and would be required to pay for an ugly, year-round machine we would never use it.</p>	A32.29VV
53071	Wells, Tyndall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting private corporations. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyndall Wells</p>	
41650	Wellskopf, Sam	<p>The math still stands that it would take 6hrs to get everyone up the canyon by gondola, not to mention back down. This is an absurd solution and I hope this doesn't go through. I also believe the gondola would directly violate the Roadless Rule and negatively impact wilderness areas. Again, this is a strong no.</p>	A32.3A; A32.3F
47252	Welsh, Corey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Corey Welsh</p>	A32.3A; A32.3F
48900	welsh, Drew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Drew welsh</p>	A32.3A; A32.3F
47514	Welton, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Welton</p>	A32.3A; A32.3F
55531	wenczel, Kale	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kale wenczel</p>	
43683	wendelboe, Christian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christian wendelboe</p>	A32.3A; A32.3F
44410	Wendt, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Wendt</p>	A32.3A; A32.3F
46152	Wengreen, Addey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Addey Wengreen	
46446	Wengreen, Ivy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ivy Wengreen</p>	A32.3A; A32.3F
51226	Wennerholm, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Wennerholm</p>	A32.3A; A32.3F
46171	Wentworth, Patrick	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Patrick Wentworth</p>	A32.3A; A32.3F
49178	Werner, Carl	<p>To whom it may concern,</p> <p>I cannot support the \$550 million tax-payer funded gift to the ski industry when the resorts continue to compound the traffic problem by partnering with groups such as IKON, attracting upwards of 1 million more skiers to the Wasatch area. Now we have to fight the theft of our money to buy them a solution to a problem they created with money that could truly benefit the state of Utah in many other avenues.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>A concerned local. Born and raised in Cottonwood Heights ut.</p> <p>Regards, Carl Werner</p>	
44464	Werner, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Werner</p>	A32.3A; A32.3F
40442	Werner, Luke	<p>I am against the gondola, which is an irresponsible use of taxpayer funds which would only serve the interests of two corporations. It would increase the people in the canyon and make it more expensive to sue the canyon. It would not solve traffic issues. It will not stop at any trailheads along the way and would permately ruin the canyon. It should not get a special exemption from the Roadless Rule.</p>	A32.3A; A32.3F
44834	Werner, Martha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martha Werner</p>	A32.3A; A32.3F
46331	Werth, Dani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dani Werth</p>	
44130	Wesemann, Laurel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laurel Wesemann</p>	A32.3A; A32.3F
47231	Wesley, Ciera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciera Wesley</p>	A32.3A; A32.3F
45511	West, Halie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Bring in the busses. Build the snow sheds. Stop trying to make money off a bad idea.</p> <p>Regards, Halie West</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52801	West, Hudson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hudson West</p>	A32.3A; A32.3F
50181	West, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren West</p>	A32.3A; A32.3F
53726	West, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy West</p>	A32.3A; A32.3F
47605	west, maddie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, maddie west</p>	
54413	West, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan West</p>	A32.3A; A32.3F
40095	West, Sara	<p>It's a joke to think that people will magically start using the buses when they haven't to date. Build the gondola and a parking lot for the people using the gondola. We're already paying for parking at Alta and Snowbird so there's no reason why we can't either buy a season pass to a gondola or pay per day. A gondola is the only logical option. I live here and I'm not going to take the bus, and I'm just one of many.</p>	A32.29VV
44465	West, Will	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Will West</p>	A32.3A; A32.3F
55444	Westbroek, Kameni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kameni Westbroek</p>	A32.3A; A32.3F
41420	Westbroek, Kaymin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaymin Westbroek</p>	
53278	Westbrook, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Westbrook</p>	A32.3A; A32.3F
45367	Westcott, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Westcott</p>	A32.3A; A32.3F
48681	Westenberg, Chad	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Chad Westenberg	
45699	western, Cami	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cami western</p>	A32.3A; A32.3F
44794	Westerlind, Madie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madie Westerlind</p>	A32.3A; A32.3F
45070	Westermann, Lia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lia Westermann</p>	A32.3A; A32.3F
53173	Westermeyer, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Westermeyer</p>	
42535	western, kenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kenna western</p>	A32.3A; A32.3F
50559	Western, Laura	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Laura Western</p>	A32.3A; A32.3F
55820	Westfall, Desiree	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Desiree Westfall</p>	A32.3A; A32.3F
48657	Westfall, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Westfall</p>	
48003	westfall, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie westfall</p>	A32.3A; A32.3F
39658	Westlen-Boyer, Karin	<p>8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p> <p>Furthermore the Gondola project will be far too costly and will not greatly decrease traffic up the canyon.</p>	A32.29VV
56155	Westling, Karl	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karl Westling</p>	A32.3A; A32.3F
44804	Westmoreland, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke Westmoreland</p>	
45467	Weston, Giorgio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giorgio Weston</p>	A32.3A; A32.3F
51936	Weston, McKaela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKaela Weston</p>	A32.3A; A32.3F
39252	Weston, Robert	<p>I am a shuttle driver taking out-of-state skiers to/from Salt Lake International Airport to Alta and Snowbird lodging accommodations. This is my third season, which would validate that I am very familiar with LCC road UT 210. The way I see it, there is a traffic problem, but not from the mouth of the canyon but to the mouth of the canyon. Building a parking lot for access to a gondola at La Caille still means a snake on Wasatch Boulevard and UT 209. Little Cottonwood Canyon is a treasure and gift that needs less intrusive solutions. The Gondola is like an orthopedic surgeon performing a total knee arthroscopy prior to prescribing possible less invasive treatments. From a taxpayer perspective I oppose the Gondola as it is simply a taxpayer funded parking lot exclusive to Alta and Snowbird customers. As a Utah resident, hiker, skier, ice climber, rock climber I find the idea of scaring the canyon rather repulsive. Alta and Snowbird are private enterprise and should seek private enterprise solutions. I would suggest launching a two canyon, two-part cost-effective solution. The first you already have; it's called the Express Pass. Charge \$10 per vehicle and scale price up to \$40 during red snake situations. Essential services and legitimate private enterprise vehicles would be exempt. The second utilizes technology to improve dynamic bus routes. The majority of skiers have purchased Epic, Ikon or Season passes. Each one of those users has an address. An analytical study might map out home areas of large portions of the users. Temporary and rotating quick stop bus routes could be identified each season. Smaller capacity electric buses might be nimble in getting skiers to the slopes. I believe there is an opportunity to double the size of the parking lot at Trax 72nd South and maybe Real Salt Lake. Based on analysis mini-stops could be identified where there are clusters of pass holders. Expansion of larger perhaps multi-story parking lots and express bus service may be more effective. Heck, there is even a bus stop at the Hampton Inn in Mill Creek. Snowbird Headquarters is across the street. Why not add more floors were management resides. The city of Salt Lake built a nice multi-story parking lot at the airport. Put a monster lot by I-15 or I-215 with service to all four ski areas. Perhaps that significantly downsizes the red snake. Essentially, find creative alternative remedies before your surgically destroy the canyons we love. You could also outsource mini-bus service to private enterprise! Just saying.</p>	A32.29VV
45412	Weston, Seth	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Weston</p>	
55996	Weston, Siani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Siani Weston</p>	A32.3A; A32.3F
53340	Westover, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Westover</p>	A32.3A; A32.3F
46372	Westre-Stith, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Lydia Westre-Stith	
43422	Wetenkamp, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Wetenkamp</p>	A32.3A; A32.3F
49810	Wethington, Nathen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nathen Wethington</p>	A32.3A; A32.3F
40296	WEULING, ANDREW	<p>After reading the Supplemental Information Report – Assessment of the Roadless Area Conservation Rule for the Final EIS Alternatives it appears that the only option that has no detrimental impacts on the plant and wildlife in the canyon is the enhanced bus service without road widening.</p> <p>The report makes no mention of the massive excavation and footings required to support the gondola towers. These massive structures cantilevered hundreds of feet out of the ground will need significant footings that must be dug out and then filled with concrete. The excavated soil needs to go somewhere. The concrete needs to be poured in and cannot be lifted in. Areas with poor soil would require ground nails. There can be no construction of gondola towers without roads being cut through the roadless zones.</p> <p>Also, the idea a crane or helicopter can carry tons of steel into the area is absurd. Roads and trails would need to be built for the construction and maintenance of the towers. Also, the fossil fuel use of moving this material by crane or helicopter absolutely would offset any benefit proposed by the project on top of the already massive carbon footprint of millions of tons of steel and concrete the build the gondola. Has the project budget accounted for the cost of cranes and helicopters? Has there been any consideration that when these activities occur the road will be closed? Can the road support a crane safely? In the winter how will the construction site be protected from avalanches, especially in the Tanners region?</p> <p>We beg UDot to please choose the lowest impact, scalable, and safest solution that the voice of people calls for; Please enhance the current bus system and do not stamp a gondola into our beautiful canyon.</p>	A32.3H
41195	Weuling, Andrew	<p>On the air quality survey has a study been done to determine the air quality impacts of powering the gondola? The sheer energy required to move the gondola cars and cable is far more than running a bus. In periods of lower demand less busses can be used and therefore emissions are cut down. The gondola cannot be scaled as easy and will still require immense power and fossil fuels to run.</p> <p>There is also the question of the breathtakingly high emissions output that will be generated by the creation of millions of pounds of steel and concrete needed to construct the world's largest gondola. This cannot be ignored. Even if local plants aren't used it just means another community has to bear the brunt of the emissions...</p>	A32.29VV
49210	weymiller, ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, ellie weymiller</p>	
55134	Weymiller, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Weymiller</p>	A32.3A; A32.3F
40498	Whalen, Christina	<p>I am adamantly against the proposed gondola. In my opinion this proposal is an irreversible option that was lobbied as a money grab for greedy developers and corrupt public officials. The gondola is not a nimble, or scalable solution that can fluctuate with demand for transport. Additionally Resorts and developers have committed nothing in regards to obligations for this proposal. I'm tired of hearing a flimsy argument that they have to subsidize the cost for riders but there is no language in the transportation proposal about what ski resorts and developers will commit to this plan. No commitment about the cost to ride, no commitment about the cost of parking. Actually the proposal says that parking will be available for a premium price to riders. Additionally this plan does not address the transportation needs and congestion surrounding Big Cottonwood Canyon which might be even worse than Little Cottonwood. This gondola proposal is a very expensive solution that will only operate 5 months out of the year, and if it doesn't work will be a massive wast of funds and cause the destruction of a natural place that makes Utah and Salt Lake City a special place.</p> <p>It is estimated that the gondola will transport about 1000 people per hour, but there are more than 10,000 people entering the canyon during peak season. A billion dollars to service 1/3 of the total volume is nonsense and once again does not address big cottonwood canyon transportation.</p> <p>We need to leverage our current infrastructure to improve transportation. Last year when snowbird had parking reservation system it was very manageable. This year Alta is very manageable with the parking reservation system. When 20% more busses were added to canyon transportation, they immediately filled up.</p> <p>Bottom line, we need to try more reversible solutions before we hit the panic button and destroy something special.</p>	A32.29VV
52325	Whall, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Natalie Whall</p>	
54785	Wheat, Christine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christine Wheat</p>	A32.3A; A32.3F
49218	Wheatley, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Wheatley</p>	A32.3A; A32.3F
43424	Wheeler, Abbigale	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abbigale Wheeler</p>	A32.3A; A32.3F
51833	Wheeler, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashley Wheeler</p>	
41668	Wheeler, Brooke	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
41054	Wheeler, Dan	<p>I encourage you to use the Enhanced Bus Service with no widening. This will be the least expensive and will do least environmental damage. If after several years of the bus service widening the road could be reviewed. The other option is to limit the number of cars and skiers going up the canyon. The ski resorts can cap the number of skiers using the resorts and offer discounts for car pooling. Golf courses and movie theaters have capacity restrictions; ski resorts can also restrict the number of lift tickets sold.</p>	A32.29VV
40733	Wheeler, Emian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emian Wheeler</p>	A32.3A; A32.3F
39628	WHEELER, JACQUELINE	<p>If this project goes through it will be a big mistake. This will not resolve the traffic problems in LCC, it will just redirect more traffic to a highly congested zone. It is unrealistic to think a local will and can pay to ride the gondola. Is this misinformation it will cost \$20-\$40 per ride? Not to mention, what measures do we take now? We need a solution that mitigates the issues now, not in 15 years! I live at the base right near the base station and I am a skier. I see how this will benefit me with access to the gondola, but it will also create additional issues with traffic issues. I already can't get home from taking my kids to school in the morning! This issue needs to be rethought... We need to mitigate the traffic at the mouths of both canyons, LCC and BCC, by increasing bus routes in the valley so there are less cars coming to the mouth. Yes, UDOT can't find drivers because they aren't paying enough. A higher pay that is subsidized by the resorts and a toll system could help raise money to ensure a driver supply to both canyons. The gondola will only serve one canyon. In my experience BCC has a bigger traffic problem. What is the plan for that canyon?</p>	A32.29VV
39357	Wheeler, Luke	<p>Hello,</p> <p>My name is Luke Wheeler, I have been living in Millcreek for almost three years now. I ski 5 days a week primarily in LCC and I am writing this to submit my suggestions for the traffic problems we are seeing. I am not in favor of the gondola and think it would be an eye sore, a misuse of taxpayer dollars, and most importantly, a poor solution to our problem.</p> <p>My suggestion to fix this would be to invest in an electric bus fleet of church vans that would run every 5-10 minutes at the already built bus stops. These buses would carry 15 to 20 people at a time and would be constantly running from 7am to 10:30am and 2-5:30 pm. The current bus system is great but they only run every 30 minutes. Because of this locals don't want to wait for a bus in the morning where they most likely won't have a seat and may not be able to get on the first or second bus that comes depending on how many people are waiting. Also the current buses are massive, slow and hard to maneuver.</p> <p>My solution of frequent smaller buses solves all of these problems and is much cheaper than the proposed gondola plan. Ideally the vans are electric and can be converted to self driving as the technology develops. The major costs would be the vans and hiring drivers. This takes advantage of the systems that are already in place, and will not destroy sacred land and wildlife. If you can instill confidences in the buses us locals will take them.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>The gondola will not only cause an even bigger traffic jam at the mouth of the canyon, it will not allow people to travel while they are shooting bombs from the ski in a helicopter. Nor will it be faster than just driving up yourself. There is no incentive for me to take the gondola unless parking is not free at the resorts. Overall, I think the financial cost of the project along with the sacred space in LCC it will destroy, greatly out way the marginal benefit of being able to ride the gondola 45 minutes before they open the road for traffic.</p> <p>I'm sure you get emails like this everyday, figured I would share my two cents.</p>	
45566	Wheeler, Makinzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makinzie Wheeler</p>	A32.3A; A32.3F
48333	Wheeler, Melinda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melinda Wheeler</p>	A32.3A; A32.3F
49326	Wheeler, Mikayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikayla Wheeler</p>	A32.3A; A32.3F
48516	Wheeler, Tori	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tori Wheeler</p>	
41423	Wheelock, Samuel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samuel Wheelock</p>	A32.3A; A32.3F
45222	Wheelwright, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Wheelwright</p>	A32.3A; A32.3F
42873	Whelan, Paul	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>I would hate to see a beautiful place destroyed by commercializations.</p> <p>Regards, Paul Whelan</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40420	Whelan, Peter	Thanks for checking back in! Still vehemently opposed to the gondola idea. I'm not even going to rehash any of my old arguments; the public has clearly made their point and it feels unnecessary to make some poor intern re-read that. Also, I hadn't even realized a cog railway had been on the table; I'm also entirely opposed to that. The idea of a monorail above the roadway briefly popped into my head, but I imagine between avalanches, snow removal, and boulders that would be totally infeasible. Anyways, no gondolas please and thank you :)	A32.29VV
48184	Whelden, Caleb	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caleb Whelden</p>	A32.3A; A32.3F
45811	Whelden, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Whelden</p>	A32.3A; A32.3F
48185	Whelden, Schuyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Schuyler Whelden</p>	A32.3A; A32.3F
55415	Whelden, Stanley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stanley Whelden</p>	
55423	Whelden, Suzanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanne Whelden</p>	A32.3A; A32.3F
48453	Whelden, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Whelden</p>	A32.3A; A32.3F
43952	Wherry, Alyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alyssa Wherry</p>	A32.3A; A32.3F
55888	Whicker, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Whicker</p>	
51183	Whicker, Kelley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelley Whicker</p>	A32.3A; A32.3F
45518	Whipple, Kendall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kendall Whipple</p>	A32.3A; A32.3F
55335	Whipple, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lindsay Whipple</p>	
44469	Whisenant, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Whisenant</p>	A32.3A; A32.3F
51054	Whitaker, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Whitaker</p>	A32.3A; A32.3F
48914	Whitaker, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Whitaker</p>	A32.3A; A32.3F
48826	Whitaker, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Whitaker</p>	
46814	Whitbeck, Elle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elle Whitbeck</p>	A32.3A; A32.3F
39543	Whitby, Francis	<p>Stop the gondola. The gondola is a waste of money and the result of corrupt influences in Utah government. Improve the road, make park-n-ride easy with lots of bus capacity and have mandatory ride plans. Use financial incentives to change behavior. Charge people to access the canyon.</p>	A32.29VV
45086	Whitcomb, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Whitcomb</p>	A32.3A; A32.3F
44174	Whitcomb, Tempie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tempie Whitcomb</p>	A32.3A; A32.3F
45308	White, Abby	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abby White</p>	
49029	White, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew White</p>	A32.3A; A32.3F
53801	White, Aspen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aspen White</p>	A32.3A; A32.3F
43380	White, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Brooke White</p>	
45696	White, Camille	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Camille White</p>	A32.3A; A32.3F
48787	White, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter White</p>	A32.3A; A32.3F
54439	White, Cindy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cindy White</p>	A32.3A; A32.3F
51875	White, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor White</p>	
44892	White, Dolores	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dolores White</p>	A32.3A; A32.3F
39470	White, Eileen	<p>Roadless Rule boundaries must be, as in MUST be honored... even if someone outside of the shadow of the Wasatch wants gondola towers. All of our family and the people we know DO NOT WANT GONDOLAS in the canyons we know and love. Such construction would change the landscape forever. There's no way to make them disappear when it's seen as a mistake!</p>	A32.3A; A32.3F
46623	White, Elise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elise White</p>	A32.3A; A32.3F
44481	White, Erin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erin White</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43705	White, Gabe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gabe White</p>	A32.3A; A32.3F
50593	White, Gavin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gavin White</p>	A32.3A; A32.3F
41531	White, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah White</p>	A32.3A; A32.3F
48336	White, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>DO THE RIGHT THING and please do not ruin our mountian</p> <p>Regards, Heather White</p>	
44716	White, Jenilee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenilee White</p>	A32.3A; A32.3F
56040	White, Kim	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kim White</p>	A32.3A; A32.3F
47969	White, KyLa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, KyLa White</p>	A32.3A; A32.3F
51356	White, Kyndal	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyndal White</p>	
40016	White, Mallory	Please say no to the gondola. Let's make a plan that address traffic issues for all the canyons for that price.	A32.29VV
55486	White, McKay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKay White</p>	A32.3A; A32.3F
50910	White, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie White</p>	A32.3A; A32.3F
52689	white, Melanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melanie white</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43808	White, Mia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mia White</p>	A32.3A; A32.3F
53243	White, Missy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Missy White</p>	A32.3A; A32.3F
55510	White, Mitzi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>***If you have any questions for me or want to know more about my stance on this issue, please contact me at any time. I will be more than happy to speak with you. ***</p> <p>Regards, Mitzi White</p>	A32.3A; A32.3F
51003	White, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola WILL NOT improve traffic congestion. (More buses would!) Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie White</p>	
47417	White, Owen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Owen White</p>	A32.3A; A32.3F
53812	White, Porter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Porter White</p>	A32.3A; A32.3F
53290	White, Robby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robby White</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54773	White, Robin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robin White</p>	A32.3A; A32.3F
54275	White, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah White</p>	A32.3A; A32.3F
55435	White, Tasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tasha White</p>	A32.3A; A32.3F
45844	White, Weston	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Weston White</p>	
46082	White, Xavonne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Xavonne White</p>	A32.3A; A32.3F
49341	Whiteaker, Ruby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ruby Whiteaker</p>	A32.3A; A32.3F
40082	Whitefields, Sofia	<p>I am not in support of the gondola. Me along with many other locals believe that this will not solve traffic problems and delays in the canyon. Rather it will increase wait times and the amount of people able to get into the canyon. This will have a grave environmental impact, as the capacity for the canyon is limited. I want this canyon to be able to be used by my kid s and grandkids and I think the gondola will inhibit this. The attraction from out of state people who don't understand LNT concepts will also further the impact in the canyon , as the gondola itself will be an attractant rather than the ski resort themselves.</p> <p>The gondola will not serve Utah locals and would cause me to consider not buying an Alta/bird pass in the future.</p>	A32.29VV
41981	Whitefields, Sofia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sofia Whitefields</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50579	Whitehead, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Whitehead</p>	A32.3A; A32.3F
52610	Whitehead, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Whitehead</p>	A32.3A; A32.3F
43934	Whitehead, Tessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tessa Whitehead</p>	A32.3A; A32.3F
42309	Whitehead, Tyler	<p>I cannot see how a gondola makes sense over the other actually scalable options. Construction to build and maintain a gondola would be catastrophic to much of the canyon, in particular the areas which are currently under protection.</p> <p>Additionally it's an obscene amount of money to spend on something that won't run the majority of the year, and won't be ready for maybe a decade. The option which seems much more feasible is enhanced bus service (supplemented by additional parking / ride share options at canyon mouth and carpool incentives to reduce congestion in the canyon). Before committing to such an invasive, expensive, and environmentally detrimental path, please, please consider an alternative approach which would be scalable and benefit all Utahns who use the canyon rather than the two resorts at the top.</p>	A32.29VV
49330	Whitehead, Tyler	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyler Whitehead</p>	
55395	Whitesides, Harley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harley Whitesides</p>	A32.3A; A32.3F
43379	Whiting, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Whiting</p>	A32.3A; A32.3F
40334	Whiting, Christina	<p>Please no Gondola!</p> <p>There must be another way!</p>	A32.29VV
52399	Whiting, Meg	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meg Whiting</p>	
47093	Whiting, Mirae	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mirae Whiting</p>	A32.3A; A32.3F
39677	Whiting, Susan	This is insane, please stop trying to ruin our beautiful canyon	A32.29VV
39675	Whiting, Thayne	I add my voice to those who oppose building a Gondola in Little Cottonwood Canyon. There is always another way. Lets go back to the drawing board.	A32.29VV
43820	Whitley, Madeleine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeleine Whitley</p>	A32.3A; A32.3F
49057	Whitman, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Whitman</p>	A32.3A; A32.3F
50033	Whitmore, Anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Anna Whitmore</p>	
47567	Whitmore, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Whitmore</p>	A32.3A; A32.3F
42292	Whitmore, Kathy	<p>Many aspects of the proposed gondola project will encroach upon the Inventoried Roadless Areas which have been designated to preserve our treasured wilderness areas of Twin Peaks, White Pine and Lone Peak. We are obligated to preserve and protect. During construction and on-going maintenance, roads and access will disturb vegetation, timber, wildlife and their habitat. The visual intrusion of gondola towers, cables and cars will be a never-ending eye-sore. Please protect our wilderness and preserve the beauty that exists for all to savor now and in the future. Preservation of this gift of nature is our responsibility.</p> <p>We would ask that USFS conduct their own independent EIS and please give careful consideration to electric bus use as a viable source of transport when assessing potential encroachment upon the Inventoried Roadless Areas. Electric buses would cause far less negative impact than diesel when comparing a busing alternative as a solution versus the gondola. Utilizing only the comparison of diesel powered buses versus the gondola is not giving adequate consideration to the least intrusive solution to the current traffic problem. There is no assurance that those gondolas will be able to financially sustain themselves for any period of time. A bus system could be adjusted to meet varying demands and would not necessitate road enhancements or snow sheds - both of which will cause degradation to the canyon. Most importantly, regardless of what financial burden is placed upon the public, state or federal government for funding, the ultimate price will be the on-going degradation of our treasured Little Cottonwood Canyon.</p>	A32.3H; A32.10G
52680	Whitney, Natasha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natasha Whitney</p>	A32.3A; A32.3F
50737	Whitney, Tyson	<p>To whom it may concern,</p> <p>I know y'all literally don't care one but and only want money</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I and SoOoOoOoOo many other locals, locals to Utah, Utah locals, people who live here and are gonna foot this ridiculous bill and idea oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tyson Whitney</p>	
55709	Whitson, Maxwell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maxwell Whitson</p>	A32.3A; A32.3F
39712	Whittaker, Diane	<p>The cost show on your comparison table is about 1/3 of what the current cost estimate reports. This is deceptive. Please STOP trying to push this ridiculous tax / debt burden onto the taxpayers of Utah.</p>	A32.29VV
40394	Whittaker, John	<p>Why is the estimate for the gondola only showing \$.56 billion when the new estimates are closer to \$1.5 billion?</p> <p>The footings for the 200' towers will be massive which means there will be a major disruption to the quality of water, vegetation and wildlife. Just the construction vehicle alone will do a lot of damage to the bottom of the canyon.</p> <p>Why are they considering this massive project with 200 foot towers which has never been done before and is being built on a fault(s)?</p> <p>Will this project be funded by a bond? Which is taxpayer funded and will be taking funds away from a vast majority of Utah's who will never use the gondola?</p> <p>Are Snowbird and Alta paying for a portion of this project? If so how much?</p> <p>In short, the gondola project is a waste of valuable funding, unproven engineering and construction and could very well be a disaster.</p>	A32.29VV
50830	Whittaker, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Whittaker</p>	
48839	Whittier, Bryce	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bryce Whittier</p>	A32.3A; A32.3F
42973	whittier, emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emma whittier</p>	A32.3A; A32.3F
40052	Whittington, Mary	<p>Do not widen roads.</p> <p>Keep buses</p> <p>STOP at some of the trail heads. This canyon is not just for the ski resorts.</p>	A32.29VV
39931	Whittington, Mary	<p>Do not wish for tax payer dollars to support the Little Cottonwood gondola that only supports access only to the two commercial ski resorts. There is no access to the canyon trailhead for the general public.</p>	A32.29VV
44779	Whittington, Shaydee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Shaydee Whittington</p>	
53024	Whitworth, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Whitworth</p>	A32.3A; A32.3F
50405	whitworth, katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, katherine whitworth</p>	A32.3A; A32.3F
49959	Whynaucht, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Whynaucht</p>	A32.3A; A32.3F
45311	Wiatt, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Wiatt</p>	
49960	Wicht, Sierra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. THIS CANNOT HAPPEN. SAVE THE EARTH.</p> <p>Regards, Sierra Wicht</p>	A32.3A; A32.3F
55810	WICKLINE, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria WICKLINE</p>	A32.3A; A32.3F
43436	Widdison, Avere	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avere Widdison</p>	A32.3A; A32.3F
55070	Widmann, Johanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johanna Widmann</p>	
41007	Widner, Catherine	No gondola. The water shed contamination alone should make everyone in our valley weary.	A32.29VV
45503	wido, matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, matt wido</p>	A32.3A; A32.3F
40978	Wiebe, Cicely	<p>Inventoried roadless areas possess social and ecological values and characteristics that are becoming scarce in our nation's increasingly developed landscape. Protecting air and water quality, biodiversity, and opportunities for personal renewal are qualities of Roadless Areas that I highly value. Conserving Inventoried Roadless Areas leaves a legacy of natural areas for future generations. The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do.</p>	A32.3A; A32.3F
55005	Wiechmann, Cat	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cat Wiechmann</p>	A32.3A; A32.3F
51514	Wiedel, Maritza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maritza Wiedel</p>	
53609	Wiedmeier, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Wiedmeier</p>	A32.3A; A32.3F
50097	Wiegman, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Wiegman</p>	A32.3A; A32.3F
45239	Wiemokly, Heidi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heidi Wiemokly</p>	A32.3A; A32.3F
46563	Wiener, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Wiener</p>	
49943	Wiggins, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Wiggins</p>	A32.3A; A32.3F
39273	Wiggins, Robert	Electric buses should be a part of the plan. It has been demonstrated that the regenerative braking provides significant battery charging when descending. Numerous trips can be made without recharging. This is a perfect scenario for e-buses. Get smart!	A32.29VV
40380	Wight, Alex	Stop this reckless push for a gondola! It's a horrible idea in so many ways, and robs taxpayers to fund private interests. It reeks of corruption and won't address the traffic and crowding issues in the canyon. Folly!	A32.29VV
55049	Wight, Jessi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessi Wight</p>	A32.3A; A32.3F
45056	wight, Vanessa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vanessa wight</p>	
45890	Wightman, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Wightman</p>	A32.3A; A32.3F
44508	Wigod, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Wigod</p>	A32.3A; A32.3F
45491	Wiitala, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Wiitala</p>	A32.3A; A32.3F
50846	Wike, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Wike</p>	
46205	Wilbourn, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Wilbourn</p>	A32.3A; A32.3F
54042	Wilcox, Bridger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bridger Wilcox</p>	A32.3A; A32.3F
40457	Wilcox, Chandler	This should absolutely not be put up. All it does is serve the rich and exclude the poor. It will only damage not improve.	A32.29VV
39860	Wilcox, Dan	Gondola! It's the only good option for the longevity of air quality, canyon habitat preservation and "scalability."	A32.29VV
53004	Wilcox, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Hannah Wilcox</p>	
48233	Wilcox, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen Wilcox</p>	A32.3A; A32.3F
45774	Wilcox, Kelly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelly Wilcox</p>	A32.3A; A32.3F
48350	Wilcox, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Wilcox</p>	A32.3A; A32.3F
56300	Wilcox, Makenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Makenzie Wilcox</p>	
55216	Wilcox, McKelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKelle Wilcox</p>	A32.3A; A32.3F
50686	Wilcox, Rain	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rain Wilcox</p>	A32.3A; A32.3F
52387	Wilcox, Roger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roger Wilcox</p>	A32.3A; A32.3F
40373	Wilcox, Roger	<p>I've been to S. France and Switzerland. There, gondolas are either up on the mountain, like Snowbird, or they drop down into a village, where restaurants and shops can serve the riders. They do not drop into residential neighborhood. A 2,500 car garage and huge towers up and down the canyon will destroy the view of this pristing, U-shaped, glacier-formed canyon. The benfit will only be to a handful of owners/investors in two resorts. Traffic will not be reduced. When the gondola goes in, those who use it will temporarily shorten the car traffic. Once other skiers find out, they will rush in fill the gap. This will take but a month or two. No traffic solution at all. The gondola "solution" is a billion dollar plus scam, and only corruption would allow and enable it to happen. UDOT should be more honest and visionary than to settle for such a costly, destructive "solution."</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55069	Wilcox, Russell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Russell Wilcox</p>	A32.3A; A32.3F
44303	Wilcox, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Wilcox</p>	A32.3A; A32.3F
54269	Wilcox, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Wilcox</p>	A32.3A; A32.3F
47851	Wild, Therese	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Therese Wild</p>	
45395	Wilde, Alessandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alessandra Wilde</p>	A32.3A; A32.3F
50030	wilde, Dreyden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dreyden wilde</p>	A32.3A; A32.3F
51286	Wilde, Garrett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Garrett Wilde</p>	A32.3A; A32.3F
54394	Wilde, Georgia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Georgia Wilde</p>	
51707	wildfoerster, Carly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carly wildfoerster</p>	A32.3A; A32.3F
46772	Wilding, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Wilding</p>	A32.3A; A32.3F
49557	Wildman, Skylar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Not only would these solutions be lower cost, they would solve the issue of traffic in both canyons rather than being limited to just Little Cottonwood.</p> <p>Regards, Skylar Wildman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43372	Wiley, Mariel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mariel Wiley</p>	A32.3A; A32.3F
51922	Wilford, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Wilford</p>	A32.3A; A32.3F
51616	Wilford, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Wilford</p>	A32.3A; A32.3F
54348	Wilhelm, Taevon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taevon Wilhelm</p>	
50867	Wilhelmsen, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Wilhelmsen</p>	A32.3A; A32.3F
39664	Wilk, Peter	<p>I would like to voice my opinion that the Roadless Rule areas within Little Cottonwood should be respected. The building of a gondola up the canyon is not an acceptable exception to modifying the Roadless Rule. At a higher level the gondola is a flawed approach to transportation within the Cottonwoods. Bending or modifying existing restrictions on construction within LCC is not permissible.</p>	A32.29VV
53298	Wilker, Travis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Travis Wilker</p>	A32.3A; A32.3F
52453	Wilkes, Audrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Audrey Wilkes</p>	A32.3A; A32.3F
54420	Wilkes, Jamison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jamison Wilkes</p>	
53832	Wilkes, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Wilkes</p>	A32.3A; A32.3F
46857	Wilkie, Lorin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lorin Wilkie</p>	A32.3A; A32.3F
39379	Wilkin, Matthew	<p>I was in favor of the gondola plan, but without adequate parking there is no point. Who wants to get to a shuttle to get to a gondola?</p> <p>I'm now in favor of avalanche roofs and better shuttle service. Let the resorts deal with expanded parking.</p>	A32.29VV
41902	Wilkins, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Wilkins</p>	
41164	Wilkins, Nayeli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nayeli Wilkins</p>	A32.3A; A32.3F
48253	Wilkins, Tricia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tricia Wilkins</p>	A32.3A; A32.3F
51786	Wilkinson, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Wilkinson</p>	A32.3A; A32.3F
41283	Wilkinson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Wilkinson</p>	
42364	WILKINSON, WHITNEY	<p>There are many reasons why the gondola in LCC is a bad idea especially when it comes to the roadless areas act. One main concern is that UDOT fails to note significant impacts on USFS land, omitting the impacts of construction, paving, and new road construction on federal land in inventoried roadless areas, including an EPA superfund site. Given these errors and omissions in the UDOT NEPA process, I urge the USFS to conduct its own EIS and issue its own ROD to accurately represent and prevent these impacts to federal land and inventoried roadless areas. The USFS ROD needs to recommend against a gondola constructed in Little Cottonwood Canyon.</p> <p>Furthermore, The proposed gondola system would situate towers, angle stations, snowsheds, and clearing of vegetation within one of the Wasatch's most protected areas, impacting not just one, but three roadless areas in Little Cottonwood Canyon: Twin Peaks, Lone Peak, and White Pine Roadless Areas. Going against everything the 2001 Roadless Rule is intended to do. I do not support a gondola in LCC because of these and many other concerns.</p>	A32.3A;A32.3G
53954	Wilko, Jace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jace Wilko</p>	A32.3A; A32.3F
48877	Will, Forrest	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Forrest Will</p>	A32.3A; A32.3F
46544	Willard, John	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, John Willard</p>	
45515	Willardson, Kalli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kalli Willardson</p>	A32.3A; A32.3F
49968	Willden, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Willden</p>	A32.3A; A32.3F
47273	Willemin, Courtney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Courtney Willemin</p>	A32.3A; A32.3F
44474	Willemsen, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caroline Willemssen</p>	
52025	Willes, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Willes</p>	A32.3A; A32.3F
45380	Willetts, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Willetts</p>	A32.3A; A32.3F
43447	willey, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie willey</p>	A32.3A; A32.3F
48768	Willhite, Keller	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keller Willhite</p>	
54352	Williams, Alison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alison Williams</p>	A32.3A; A32.3F
46758	Williams, Annie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annie Williams</p>	A32.3A; A32.3F
47990	Williams, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Ashley Williams</p>	
52281	Williams, Ashlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlie Williams</p>	A32.3A; A32.3F
56164	Williams, Becky	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Becky Williams</p>	A32.3A; A32.3F
46891	williams, brinley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, brinley williams</p>	A32.3A; A32.3F
47487	Williams, Brooklin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooklin Williams</p>	
42533	Williams, Caloway	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caloway Williams</p>	A32.3A; A32.3F
52981	Williams, Ceri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ceri Williams</p>	A32.3A; A32.3F
49177	Williams, Charlie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charlie Williams</p>	A32.3A; A32.3F
51114	Williams, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Williams</p>	
46391	Williams, Christopher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christopher Williams</p>	A32.3A; A32.3F
50306	Williams, Ciera	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ciera Williams</p>	A32.3A; A32.3F
46424	Williams, Conner	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Conner Williams</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
50232	Williams, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Williams</p>	A32.3A; A32.3F
46140	Williams, Ellen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellen Williams</p>	A32.3A; A32.3F
44982	Williams, Erica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Erica Williams</p>	A32.3A; A32.3F
40867	Williams, Hailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailey Williams</p>	
54328	Williams, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Williams</p>	A32.3A; A32.3F
42960	Williams, Hero	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hero Williams</p>	A32.3A; A32.3F
51870	Williams, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Williams</p>	A32.3A; A32.3F
48825	Williams, Jack	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jack Williams</p>	
41051	Williams, Jackson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackson Williams</p>	A32.3A; A32.3F
56330	Williams, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmine Williams</p>	A32.3A; A32.3F
55899	Williams, Jason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jason Williams</p>	A32.3A; A32.3F
54676	williams, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer williams</p>	
48777	Williams, Jesse	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jesse Williams</p>	A32.3A; A32.3F
53856	Williams, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Williams</p>	A32.3A; A32.3F
43653	Williams, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jessica Williams</p>	
56165	Williams, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Williams</p>	A32.3A; A32.3F
48418	Williams, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Williams</p>	A32.3A; A32.3F
48455	williams, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn williams</p>	A32.3A; A32.3F
53277	Williams, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Williams</p>	
51272	Williams, Kayla	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kayla Williams</p>	A32.3A; A32.3F
48243	Williams, Keaton	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Keaton Williams</p>	A32.3A; A32.3F
47725	Williams, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Williams</p>	A32.3A; A32.3F
51135	Williams, Kylie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kylie Williams</p>	
43767	Williams, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Williams</p>	A32.3A; A32.3F
46125	Williams, Marren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marren Williams</p>	A32.3A; A32.3F
53106	Williams, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Williams</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
49018	Williams, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Williams</p>	A32.3A; A32.3F
52606	Williams, McCall	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McCall Williams</p>	A32.3A; A32.3F
41675	Williams, Michael	<p>This LCC Gondola project needs to be dismissed. This beautiful canyon will be permanently affected by this Gondola. It will never be the same if this is allowed to proceed. "City of Cottonwood Heights stands firmly against the 22 towers of the gondola project, five of which encroach on the "Roadless" designation within LCC. Each tower base will significantly disrupt and degrade the natural habitat for living creatures, flora and fauna but will also degrade the aesthetic and recreational experience for all canyon users. To be "roadless" is to infer that the area be kept natural, towers for the purpose of transportation should fall within the category of a "road facility". Please keep our beautiful canyon the way it is now and has been since the days of the first miners. NO to the Gondola!</p>	A32.3A; A32.3F
40258	Williams, Morgan	<p>The Gondola plans (A and B) directly violate the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The area in question contains both the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs and therefore qualifies as an IRA. These areas cannot be disrupted by the gondola and it would be a direct violation to do so. For the 1000th time, please do NOT build the gondola and listen to the thousands of people asking you not to.</p>	A32.3A; A32.3F
50687	Williams, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Williams</p>	A32.3A; A32.3F
47002	Williams, Natalie	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Williams</p>	
51181	Williams, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Williams</p>	A32.3A; A32.3F
56166	Williams, Roy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roy Williams</p>	A32.3A; A32.3F
55936	Williams, Sabina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sabina Williams	
51461	Williams, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Williams</p>	A32.3A; A32.3F
47792	Williams, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Williams</p>	A32.3A; A32.3F
40236	Williams, Steve	I am not against the Gondola per say. I am against how it is proposed to be paid for. If Alta and Snowbird think the Gondola will be a good thing, let them pay for it. It is unfair to have the citizens of Utah pay for something that will only benefit 2 private companies. UDOT can help those two resorts get all the permits needed. Having said that I don't think the Gondola would have increased ease of transportation this past year. There still would have been lots of times the Gondola would not have operated. During times of high winds, avalanche mitigation in the canyon, or inter-lodge at the resorts, the Gondola would be useless. Even if weather permits the Gondola to operate there will still be long lines of cars on Wasatch and 94th South trying to get into the parking structure in hopes of getting up the canyon. And there will be long lines of folks in the parking structure hoping to get on the Gondola for the 55 minute or so ride up the Canyon.	A32.29VV
54160	Williams, Sydney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sydney Williams</p>	A32.3A; A32.3F
43810	Williams, Taylor	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Williams</p>	
47265	Williams, Teresa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Teresa Williams</p>	A32.3A; A32.3F
42770	Williams, Tucker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tucker Williams</p>	A32.3A; A32.3F
50661	Williams, Tyler	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Tyler Williams	
45219	Williams, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Williams</p>	A32.3A; A32.3F
45965	Williamson, Blake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blake Williamson</p>	A32.3A; A32.3F
52990	Williamson, Catherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catherine Williamson</p>	A32.3A; A32.3F
47540	Williamson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Williamson</p>	
53634	Williamson, Julie	<p>To whom it may concern,</p> <p>As a local resident of Salt Lake City and physician in the area, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julie Williamson</p>	A32.3A; A32.3F
49114	Williamson, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Williamson</p>	A32.3A; A32.3F
54197	Williamson, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Williamson</p>	A32.3A; A32.3F
50353	Willie, Alex	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Willie</p>	
53045	Willie, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Willie</p>	A32.3A; A32.3F
55619	Williford, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Williford</p>	A32.3A; A32.3F
42898	Willis, Caroline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Caroline Willis	
50942	Willis, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Willis</p>	A32.3A; A32.3F
51712	Willis, Kristianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristianna Willis</p>	A32.3A; A32.3F
46277	Willis, Lexi	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lexi Willis</p>	A32.3A; A32.3F
45584	Willis, Matt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matt Willis</p>	
53225	Willis, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Willis</p>	A32.3A; A32.3F
50893	Willis, Neel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Neel Willis</p>	A32.3A; A32.3F
52854	Willis, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Willis</p>	A32.3A; A32.3F
47994	Willison, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Willison</p>	
53796	Willmore, Mikell	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mikell Willmore</p>	A32.3A; A32.3F
49699	Willobee, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Willobee</p>	A32.3A; A32.3F
47188	Wills, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Wills</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
45264	Wills, Trevor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Trevor Wills</p>	A32.3A; A32.3F
41373	Wilson, Abigail	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abigail Wilson</p>	A32.3A; A32.3F
41205	Wilson, Adam	Pleeeeee no gondola! It will ruin LCC	A32.29VV
55161	Wilson, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Wilson</p>	A32.3A; A32.3F
39458	Wilson, Amelia	<p>1. Eight gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>The public comment period reads as though Wilderness Areas are expanding, to the contrary, UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
52695	Wilson, Andrea	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrea Wilson</p>	A32.3A; A32.3F
48992	Wilson, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Wilson</p>	A32.3A; A32.3F
44006	Wilson, Brandon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brandon Wilson</p>	A32.3A; A32.3F
51333	Wilson, Charli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Charli Wilson</p>	
50142	Wilson, Cortni	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cortni Wilson</p>	A32.3A; A32.3F
48084	Wilson, Daniel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Daniel Wilson</p>	A32.3A; A32.3F
40345	Wilson, David	<p>It seems ridiculous that you are still pursuing a gondola after receiving now 3 waves of comments with most against that option.</p> <p>The best path forward for all canyon users is still widening the road and improving the access for ALL users instead of just the ski resorts. The Gondola is a horrible plan that has a major impact on all canyon users but only benefits the ski resorts.</p> <p>Widening the road opens access to people that want to use the canyon year round, hike the trails, and enjoy nature without seeing towers and gondola cars overhead.</p> <p>A toll, restricting access, or leaving it as be are all better alternatives than the gondola. The gondola is all that is wrong with corruption and government. This is the last alternative that should be proposed.</p>	A32.29VV
40933	Wilson, Gabriel	<p>I oppose the Little Cottonwood Canyon Gondola project that would permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>The current vision and proposal for the gondola directly contrasts with the spirit of the Roadless Rule and the areas it protects. I do not support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>As a lover of the Little Cottonwood recreation and wilderness area, I urge you to consider lower cost, more effective solutions that do not disrupt these acres of precious wilderness. Lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts would be far easier to support in our beloved canyon.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55694	Wilson, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace Wilson</p>	A32.3A; A32.3F
49347	Wilson, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Wilson</p>	A32.3A; A32.3F
41708	Wilson, Ida	<p>Thank you for allowing further input regarding Little Cottonwood Canyon. I am strongly opposed to the Gondola idea for a solution to Little Cottonwood Canyon traffic. The congestion is VERY sporadic, definitely not a 365 day per year problem. The cost to build and maintain a gondola is prohibitive and not a cost-effective solution to the State of Utah taxpayers, many throughout the state who NEVER use that canyon road.</p> <p>The Gondola Negatives: Price Prohibitive Environmental Impact Limits access to the canyon for the poor. Limits skiing for the general public. Limits access to the public, year round. Unwise use of taxpayer's money.</p> <p>PLEASE: NO, NO, NO Gondola.</p> <p>Ida Wilson</p>	A32.29VV
51136	Wilson, Jared	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jared Wilson</p>	
55572	Wilson, Jeremy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeremy Wilson</p>	A32.3A; A32.3F
54266	Wilson, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Wilson</p>	A32.3A; A32.3F
48844	Wilson, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Wilson</p>	A32.3A; A32.3F
47311	Wilson, Kailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kailey Wilson</p>	
44416	Wilson, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimberly Wilson</p>	A32.3A; A32.3F
52247	Wilson, Kimo	<p>To whom it may concern,</p> <p>I grew up along the Wasatch Front and loved playing in the mountains. I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kimo Wilson</p>	A32.3A; A32.3F
54107	Wilson, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lauren Wilson</p>	
49082	wilson, liam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, liam wilson</p>	A32.3A; A32.3F
53283	Wilson, Lindsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsey Wilson</p>	A32.3A; A32.3F
53569	Wilson, MacIntyre	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, MacIntyre Wilson</p>	A32.3A; A32.3F
41859	Wilson, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Wilson</p>	
50719	Wilson, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Wilson</p>	A32.3A; A32.3F
55687	Wilson, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Wilson</p>	A32.3A; A32.3F
46924	Wilson, McKenzie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, McKenzie Wilson</p>	A32.3A; A32.3F
45618	Wilson, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Wilson</p>	
40384	WILSON, PATRICK	<p>As a climber, skier and hiker, I want to access trailheads part way up the canyon. The gondola does not address my use of Little Cottonwood Canyon and will cause damage to the climbing in the area. I would like to see other solutions explored like improved bus transit that makes it easy for climbers and families to get up and down the canyon.</p>	A32.29VV
45602	Wilson, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Wilson</p>	A32.3A; A32.3F
51107	Wilson, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Wilson</p>	A32.3A; A32.3F
55125	Wilson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Sarah Wilson	
44183	Wilson, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Wilson</p>	A32.3A; A32.3F
43645	Wilson, Sidney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sidney Wilson</p>	A32.3A; A32.3F
48985	Wilson, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Wilson</p>	A32.3A; A32.3F
48649	Wilt, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Wilt</p>	
52686	Wiltbank, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Wiltbank</p>	A32.3A; A32.3F
40402	WILTSE, DAVID	<p>PLEASE!!! Do not build the gondola. It will not solve the problem. It's just making a few people rich. I don't think that many people will use it. It is not convenient. Are they going to have free lockers at the resorts to keep shoes and personal stuff? Or do I have to stand in my ski boots for an hour?</p> <p>It will be very expensive to build, and to ride and will be very bad for the environment of the canyon.</p>	A32.29VV
44268	Wiltz, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Wiltz</p>	A32.3A; A32.3F
50058	Wily, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Wily</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
39474	Wimmer, Jacob	Bus/enhanced bus is so obviously the solution here. Nobody wants an eyesore of a gondola take takes an hour to get from the mouth to alta. Just don't build a [REDACTED] gondola. Canyon traffic is only a problem like less than 10% of days during a year. Just ban or toll cars on heavy traffic days and run more busses. Whoever decided to cut bus service in half this winter needs to be fired	A32.29VV
54330	Wimmer, North	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, North Wimmer</p>	A32.3A; A32.3F
54687	Wimmer, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Wimmer</p>	A32.3A; A32.3F
42739	Winchel, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Winchel</p>	A32.3A; A32.3F
53222	Winderl, Tommy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>This is a move that would greatly impact many for the benefit of few.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tommy Winderl</p>	
43597	Windsor, Edmund	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Edmund Windsor</p>	A32.3A; A32.3F
45198	Winebaum, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Winebaum</p>	A32.3A; A32.3F
53962	Winegar, Aiden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aiden Winegar</p>	A32.3A; A32.3F
39640	Winger, Brenda	<p>Is the data utilized for Bus Travel Time for peak periods only? Typically, it is only a 20 minute ride up the canyon versus the 40 minutes in this report. The Gondola is for business and tourism. Locals commonly are able, to ski and enjoy the canyon for a few hours before or after work. Restricting single occupancy, reduce local utilization of the canyon during winter.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Promoting the options in the report are for Tourist Industry and business. These options are the interests of business, tourism and do not support reducing Environmental Impact but support increasing Environmental impact. Reading the report it is clear that the transportation improvements are focused on increasing revenue, specifically for two ski resorts, and LaCaille.	
39639	Winger, Brenda	If the point is to get more people to the Ski Resorts, increase revenue to a few businesses, and have multiple years of construction then build a Gondola. This report does not support one alternative over another. The Environmental impact is devastating to Little Cottonwood Canyon. The high traffic, traffic delays are related to the Nature of LCC. Nature of feet of snow, avalanches, and steep terrain, none of which can be mitigated. Once the force of nature and storms hit the canyon, any and all transportation will be slowed, delayed and impacted. Increasing the number of people, by additional options will only worsen the delays, traffic issues, environmental impact and risk more lives. Little Cottonwood Canyon during times of natural storms is treacherous, challenging and cannot be mitigated by transportation options. Please do not destroy the canyon by increasing transportation. The last big storm, there were few people (estimated 1000 to 2000) trapped in interlodge, and still traffic delays, not because of number of people, but because of Nature's Force. Additional transportation options would have no impact, buses were not running, a gondola in that wind would not be running. Increase transportation would only increase the number of people within the canyon, during natural events (storms) and increase risk.	A32.29VV
43567	winger, Jessalee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessalee winger</p>	A32.3A; A32.3F
47164	Winger, Jonna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonna Winger</p>	A32.3A; A32.3F
52715	Winger, Simone	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simone Winger</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40326	Winholtz, Betty	It's very simple: no proposed gondola in Little Cottonwood Canyon. Do the right thing.	A32.29VV
39431	Winholtz, Betty	<p>--8 gondola towers, snow sheds, 2 angle stations, and vegetation removal would take place within Inventoried Roadless Areas that exist in Little Cottonwood Canyon. The Forest Plan prohibits, road projects and recreation projects, and as the EIS states these projects are for highway purposes.</p> <p>--UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon.</p> <p>Roadless areas are protected under the 2001 Roadless Rule. While the 2003 Revised Forest Plan allowed for some development to take place in certain roadless units: a. it was not in these units and b. not for the purposes of building a gondola, which detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas.</p> <p>--Roadless Rule boundaries must be upheld over building gondola towers.</p>	A32.3A
51598	winkel, Asher	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Asher winkel</p>	A32.3A; A32.3F
49627	Winkelman, Sophie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophie Winkelman</p>	A32.3A; A32.3F
48255	Winkworth, Ted	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ted Winkworth</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55064	Winn, Allison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Allison Winn</p>	A32.3A; A32.3F
55272	Winn, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Winn</p>	A32.3A; A32.3F
53348	Winn, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Winn</p>	A32.3A; A32.3F
55029	Winograd, Alexis	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Alexis Winograd	
45271	Winokur, James	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, James Winokur	A32.3A; A32.3F
40521	Winokur, James	I am opposed to the gondola after researching. Thanks	A32.29VV
46389	Winsatt, Brandon	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Brandon Winsatt	A32.3A; A32.3F
48529	Winslow, Casey	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Casey Winslow	A32.3A; A32.3F
55182	Winslow, David	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Winslow</p>	
42035	winslow, Karen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Karen winslow</p>	A32.3A; A32.3F
53279	Winslow, Lucy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucy Winslow</p>	A32.3A; A32.3F
54247	Winston, Barry	<p>To whom it may concern,</p> <p>Please do not build this monstrosity of a gondola. This project has an astronomical cost that will likely increase as time goes in.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times.</p> <p>In addition to buses, building snow sheds like they have on Rogers Pass in British Columbia is a much more reasonable project at a fraction of the cost.</p> <p>The proposed gondola will not change winter operations on Hwy 210, so those costs are fixed in addition to gondola construction and maintenance. The snow sheds plus more public transit is a much more reasonable solution before building the billion dollar lift with significant environmental impact.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Barry Winston	
50047	Winston, Beckie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Beckie Winston</p>	A32.3A; A32.3F
45798	winter, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey winter</p>	A32.3A; A32.3F
50495	Winter, Bronson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bronson Winter</p>	A32.3A; A32.3F
56026	Winter, Katie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katie Winter</p>	
47982	Winter, Simon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Simon Winter</p>	A32.3A; A32.3F
43879	Winter, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Winter</p>	A32.3A; A32.3F
44458	Winterburn, Dane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dane Winterburn</p>	A32.3A; A32.3F
49324	Winters, Christina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christina Winters</p>	
52253	Winters, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth Winters</p>	A32.3A; A32.3F
47541	Winters, Jane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jane Winters</p>	A32.3A; A32.3F
54031	Winters, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Winters</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51140	winward, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica winward</p>	A32.3A; A32.3F
54530	Winward, Meghan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Meghan Winward</p>	A32.3A; A32.3F
44745	Winward, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Winward</p>	A32.3A; A32.3F
52201	Winwood, Amy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amy Winwood</p>	
49346	Wipfler, Briana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Briana Wipfler</p>	A32.3A; A32.3F
50398	Wire, Kathy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathy Wire</p>	A32.3A; A32.3F
39527	Wireman, Eleanor	<p>Utah has a SERIOUS air quality problem that leads to high rates of asthma, miscarriage and other health impacts.</p> <p>You need to be getting people out of their cars ASAP.</p> <p>Shame on UDOT for the ridiculous gondola proposal. With climate change staring you in the face the gondola could be a 'stranded asset' twenty years after construction. The only RESPONSIBLE choice would be a light rail system with stops for people to get off at hiking areas or near their homes and then close the canyon to all but service vehicles and the disabled.</p> <p>The light rail should go straight to the airport for visitors from out of state to utilize most effectively.</p> <p>For a state run by religious folk, your track record on caring for God's Creations is completely unacceptable.</p>	A32.29VV
48704	Wirthlin, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Wirthlin</p>	
42517	Wirthlin, Kate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kate Wirthlin</p>	A32.3A; A32.3F
39412	Wirts, Joni	<p>The gondola proposal is an absurd solution to the traffic problem up Little Cottonwood Canyon. Increased bussing is the only solution. Lack of bus drivers has a very simple solution - offer drivers more money.</p> <p>It is absolutely corrupt to use Utah taxpayer money for something will only benefit private enterprise, namely Snowbird and Alta. A small percentage of Utahns ski at those resorts. A recent report showed that with the proposed gondola and its capacity, there could be up to a five hour wait to get up the canyon (based on UDOT's FEIS data). The gondola proposal is a waste of taxpayer money, it will cause irreversible environmental damage, it will ruin the aesthetics of the canyon, and in the end it won't get people up the canyon any faster or better than what we have right now.</p> <p>Pay bus drivers more and have busses run every ten minutes - problem solved.</p>	A32.29VV
47324	Wirum, Chloe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chloe Wirum</p>	A32.3A; A32.3F
51417	Wiscomb, Rachael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Rachael Wiscomb	
46586	Wise, Katelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katelyn Wise</p>	A32.3A; A32.3F
40119	Wise, Kevin	I am strongly against the gondola option in Little Cottonwood Canyon. It violates the road construction prohibition in Roadless Areas. UDOT and the USFS are proposing to diminish the roadless characteristics of Little Cottonwood Canyon. I am advocating for the protection of these inventoried roadless areas. The proposed gondola should not be exempt from the Roadless Rule. It is a permanent highway project that would have negative impacts on our watershed, plant and animal communities, recreation opportunities, and more.	A32.3A; A32.3F; A32.3G; A32.3H
54741	Wise, Lia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lia Wise</p>	A32.3A; A32.3F
44541	Wise, Maggie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maggie Wise</p>	A32.3A; A32.3F
51845	Wiseman, Amanda	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Amanda Wiseman</p>	
49445	Wiseman, Hayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hayden Wiseman</p>	A32.3A; A32.3F
44789	Wiseman, Michele	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michele Wiseman</p>	A32.3A; A32.3F
55367	Wiseman, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Wiseman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48747	Wiser, Hailie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hailie Wiser</p>	A32.3A; A32.3F
40104	Wise-Steffen, Bette	Construction of a gondola in LCC definitely violates the Roadless rule and would negatively impact wilderness areas visually, impact wildlife, and impact vegetation. Please NO gondola!	A32.3A
39341	Wismer, Doug	Hi, and thank you for listening. I believe these endless studies are only delaying action on correcting the single-car access issues in Littlecottonwood canyon. There are too many cars in the canyons, not too many people. A gondola in Littlecottonwood canyon going from the La Caille property to Snowbird and then Alta is a wonderful proposal and would solve so many problems. Please build the Gondola	A32.29VV
40884	Wisneski, Dave	<p>I'm from Wisconsin and a member of a local Ski Club. This year our club skied Little and big Cottonwoods ski resorts. The traffic was horrible, and we lost a lot of time skiing. I believe that the gondola would be a bad idea. I think this should be handled like Copper Mountain where everyone parks in parking area and rides the bus to their preferred drop off point.</p> <p>Thanks,</p> <p>Dave W</p>	A32.29VV
55119	Wissenbach, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Wissenbach</p>	A32.3A; A32.3F
55854	Wissenbach, Nicolas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Nicolas Wissenbach</p>	
55433	Wissenbach, Sariah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sariah Wissenbach</p>	A32.3A; A32.3F
48873	Wissler, Abe	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Abe Wissler</p>	A32.3A; A32.3F
46719	withers, Grace	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Grace withers</p>	A32.3A; A32.3F
46932	Withers, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Withers</p>	
44661	Witt, David	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, David Witt</p>	A32.3A; A32.3F
45533	Witt, Sadie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sadie Witt</p>	A32.3A; A32.3F
49262	Witt, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Witt</p>	A32.3A; A32.3F
50901	Wittel, Arianna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Arianna Wittel</p>	
39790	Wittman, Kim	I don't want a gondola in our canyons. Please invest in public transportation that is robust and reliable.	A32.29VV
49939	Wittwer, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Wittwer</p>	A32.3A; A32.3F
45326	Witzel-Lakin, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Heather Witzel-Lakin</p>	A32.3A; A32.3F
40445	Woeste, John	Inventoried Roadless Areas can not have gondola towers or roads built on them. Do not build the LCC gondola. Wilderness Areas are not expanding, but UDOT's proposal diminishes the roadless characteristics of LCC. Do not build the gondola. Roadless areas are protected under the 2001 Roadless Rule. The 2003 Revised Forest Plan does not include development in this area nor for the building of a gondola. Please do not build the gondola.	A32.3.A
46926	woffinden, Natalia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalia woffinden</p>	
44522	Wohlgenant, Ada	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ada Wohlgenant</p>	A32.3A; A32.3F
51074	Woiciechowska, Elena	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elena Woiciechowska</p>	A32.3A; A32.3F
41538	Wojnar, Vincent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Vincent Wojnar</p>	A32.3A; A32.3F
46612	Wojnicki, Aaron	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aaron Wojnicki</p>	
52665	Wojtak, Danielle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Danielle Wojtak</p>	A32.3A; A32.3F
55953	Wolbach, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Wolbach</p>	A32.3A; A32.3F
54226	Woldt, Katarina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katarina Woldt</p>	A32.3A; A32.3F
42168	Wolf, Jakob	<p>I am extremely against the idea of building a gondola in Little Cottonwood canyon. I worry that building the gondola would have heavy negative impacts on the local wildlife, watershed quality, foliage, recreational resources such as hiking and climbing routes, and the overall views of the canyon. Not only would the construction of the gondola ruin the local areas due to construction, but the ongoing maintenance to keep the gondola up and running would prevent Little Cottonwood Canyon from ever looking the same again. All of the above are</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		factors that the Roadless Rule protects and creating a gondola would be in direct violation of said rule. Little Cottonwood Canyon contains some of the most important social and ecological values that the Salt Lake Valley has to offer, please don't let that go to waste.	
51203	Wolf, Melyssa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melyssa Wolf</p>	A32.3A; A32.3F
41481	Wolff, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Wolff</p>	A32.3A; A32.3F
53218	Wolff, Johanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Johanna Wolff</p>	A32.3A; A32.3F
44313	Wolff, Natalie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Natalie Wolff</p>	
46323	Wolff, Rigby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rigby Wolff</p>	A32.3A; A32.3F
52730	Wolfley, Connor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Connor Wolfley</p>	A32.3A; A32.3F
41714	Wolfson, Evan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Wolfson</p>	A32.3A; A32.3F
45054	Wolowiec, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Wolowiec</p>	
40903	Wolsey, Angela	<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F
53059	Wolsey, Annecia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Annecia Wolsey</p>	A32.3A; A32.3F
48049	Wolters, Tristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tristen Wolters</p>	A32.3A; A32.3F
49575	Wolvert, Brett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brett Wolvert</p>	
42838	Wolverton, Nichol	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nichol Wolverton</p>	A32.3A; A32.3F
53865	Womack, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Womack</p>	A32.3A; A32.3F
45293	Wong, Calvin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calvin Wong</p>	A32.3A; A32.3F
40655	Wong, Evan	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Evan Wong</p>	
56101	Wong, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Wong</p>	A32.3A; A32.3F
47366	Wong, Kiana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiana Wong</p>	A32.3A; A32.3F
55871	Wong, Kimberly	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Kimberly Wong	
40742	wong, Monica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Monica wong</p>	A32.3A; A32.3F
52838	Wong, Severina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Severina Wong</p>	A32.3A; A32.3F
44164	Wong, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Wong</p>	A32.3A; A32.3F
40740	Wong, Thomas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Thomas Wong</p>	
46712	Wong, Westin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Be so for real.</p> <p>Regards, Westin Wong</p>	A32.3A; A32.3F
56310	Wood, Alaina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alaina Wood</p>	A32.3A; A32.3F
41156	Wood, Bruce	<p>I submit this comment on behalf of the Friends of Little Cottonwood Canyon Foundation, a 501c(3) non profit group whose mission is to identify and fund comprehensive efforts to educate the broad community of Utah residents and our many visitors about the special treasure we possess in Little Cottonwood Canyon (LCC). We are concerned residents of the Salt Lake Valley who are volunteering our time and energy to help preserve LCC in its' beautiful natural state.</p> <p>With respect to UDOT's Supplemental Report on Roadless Areas, we take issue with UDOT as follows:</p> <ul style="list-style-type: none"> - There will be access roads, heavy earth moving equipment and timber cutting required to install, maintain and provide emergency access to the towers. Airlifting will provide only minimal support. <p>UDOT grossly underestimates the tower footprints as it excludes land needed for protective berm construction and maintenance/emergency equipment sheds, etc., in addition to just the tower footprints.</p> <p>Furthermore, given the true and pronounced invasive nature of all aspects of the gondola from construction to ongoing maintenance, the Forest Service should be required to produce its' own EIS and issue its' ROD to independently assess the impact of a gondola.</p> <ul style="list-style-type: none"> - It is disingenuous that UDOT regards a gondola as a non-road, thereby side stepping Roadless Rule requirements. The gondola is a supplemental transportation system to SR 210 and should be regarded as a road for Roadless Area rules. Moreover, it will result in additional human capacity utilization, when a meaningful LCC capacity study has not been attempted. 	A32.3G; A32.3H; A32.I

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>- The second planned angle station sits inside an IRA which contains a former smelter site that will likely require EPA assessment and remediation, which UDOT has recognized but has not assessed the environmental impact thereof, particularly on the watershed.</p> <p>- UDOT greatly downplays the visual and noise pollution caused by an 8 mile long structure with 22 towers and 2 angle stations overlooking SR 210 by asserting the tower footprints are a very small percentage of the total LCC acreage, IRA and otherwise. This calculation is totally irrelevant to the holistic visitor view of such an invasive infrastructure on the natural beauty and quiet of LCC.</p> <p>With respect to the Air Quality Supplemental Analysis Report:</p> <p>- It is incomprehensible that the FHWA is requiring UDOT to evaluate the use of 100% diesel buses when electric buses are available, and have been successfully demonstrated in LCC in the past year. UDOT should be including electric buses in the Air Quality Analysis, and should also reflect electric energy source (i.e., coal fired and other sources) for both the Gondola and Electric Buses, to be fair.</p> <p>UDOT Agency Coordination</p> <p>- As mentioned above, it is imperative that the Forest Service conduct its' own independent environmental assessment, EIS and ROD, to develop a comprehensive alternative view of the impact of a gondola. This is a necessary requirement to report back to the Federal DOT/Highway Administration, which must have the Forest Service assent or objections before allowing UDOT to appropriate any LCC land for the gondola.</p> <p>To summarize, we are very concerned that UDOT has grossly underplayed the impact of a gondola on LCC in its' supplemental reports, and strongly recommend that it engage with the community to design, test, and implement the common sense solutions proposed by many individuals, municipalities, and organizations such as ours, to solve the infrequent traffic problem in LCC. We are confident that these solutions which include measures successfully adopted in ski areas and national and state parks, will work, and eliminate the need for a gondola.</p> <p>Submitted Respectfully, Bruce Wood President, Friends of Little Cottonwood Foundation</p>	
42966	Wood, Ella	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ella Wood</p>	A32.3A; A32.3F
41885	Wood, Ellia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ellia Wood	
45765	Wood, Hannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hannah Wood</p>	A32.3A; A32.3F
45510	Wood, Jackie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jackie Wood</p>	A32.3A; A32.3F
55769	wood, janine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, janine wood</p>	A32.3A; A32.3F
55770	Wood, Jeff	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jeff Wood</p>	
54700	Wood, Jenny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenny Wood</p>	A32.3A; A32.3F
53636	Wood, Josh	<p>To whom it may concern,</p> <p>I'm really not a fan of the Little Cottonwood Canyon Gondola project, and I think we should look at cheaper and better ways to fix the traffic mess in the canyon. The gondola won't make traffic better, but it will mess up Twin Peaks, Lone Peak, and White Pine Roadless Areas, mess with our water, wreck some awesome rock climbing spots, and get in the way of running, backcountry skiing, and hiking around there.</p> <p>I just can't get behind a plan that cuts down on "Roadless" land, especially if it means paying more taxes for a project that won't make the canyon any easier to get to for most people while only helping a lucky few. Saying the gondola doesn't count for the "Roadless Rule" 'cause it's not a road is just twisting the rule on purpose.</p> <p>I'd rather see us go for cheaper solutions that use what we've already got, like encouraging carpooling (like charging tolls based on how many people are in the car), better bus service all year round with stops in more places and more often when it's busy, making sure people follow the traction law, and making skiers book parking spots at the resorts.</p> <p>Regards, Josh Wood</p>	A32.3A; A32.3F
40826	Wood, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Justin Wood	
51979	Wood, Kristen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristen Wood</p>	A32.3A; A32.3F
49072	Wood, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Wood</p>	A32.3A; A32.3F
44471	Wood, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Wood</p>	A32.3A; A32.3F
50565	Wood, Macy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Macy Wood</p>	
55041	Wood, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Wood</p>	A32.3A; A32.3F
52957	Wood, Mady	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mady Wood</p>	A32.3A; A32.3F
39937	Wood, Matthew	<p>I do not want a gondola in Little Cottonwood Canyon. It's a bad decision for many reasons including environmental impact, aesthetics in an iconic beautiful location, and more. But the most important aspect is that the gondola appears to be pushed forward as "the only option" before trying other options with the existing road, due to special interest groups with lots of funding and conflict of interest- a small minority looking for financial gain.</p>	A32.29VV
54946	Wood, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Wood</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54356	Wood, rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, rachel Wood</p>	A32.3A; A32.3F
43514	Wood, Rebekah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebekah Wood</p>	A32.3A; A32.3F
54342	Wood, Soren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Soren Wood</p>	A32.3A; A32.3F
43608	Wood, Wyatt	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wyatt Wood</p>	
48472	Woodard, Logan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Logan Woodard</p>	A32.3A; A32.3F
49070	Woodard, Madeline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madeline Woodard</p>	A32.3A; A32.3F
43427	woodbury, kambry	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, kambry woodbury</p>	A32.3A; A32.3F
52762	Woodbury, Nelsy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nelsy Woodbury</p>	
47674	Woodbury, Susannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Susannah Woodbury</p>	A32.3A; A32.3F
51880	Woodbury, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Woodbury</p>	A32.3A; A32.3F
53285	Woodbury, Taylor	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Woodbury</p>	A32.3A; A32.3F
43153	Wooden, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Wooden</p>	
52603	Woodhead, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Woodhead</p>	A32.3A; A32.3F
55111	Woodland, Spencer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Spencer Woodland</p>	A32.3A; A32.3F
49485	woodman, Ashley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Ashley woodman	
46188	Woodruff, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac Woodruff</p>	A32.3A; A32.3F
39807	Woods, Jon	Please just build it already. I think the resorts should pay a little more but am in favor. Something along Wasatch from the 6200 park and ride/gravel pit would be great next. Light rail or a gondola there would be great.	A32.29VV
46817	Woods, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Woods</p>	A32.3A; A32.3F
53699	Woodward, Brent	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brent Woodward</p>	A32.3A; A32.3F
53990	Woodward, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian Woodward</p>	
46379	Woodward, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Woodward</p>	A32.3A; A32.3F
54354	Woodward, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicole Woodward</p>	A32.3A; A32.3F
49153	Woodward, Paige	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Paige Woodward</p>	A32.3A; A32.3F
54859	Woody, Kyle	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Woody</p>	
39246	Woolery, Jeffrey	<p>Talk is cheap action speaks volumes!</p> <p>With that this project needs a phase 5, up and over the mountain and into big cottonwood canyon.</p> <p>Think more 4th demential.</p>	A32.29VV
43511	Woolf, Carter	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carter Woolf</p>	A32.3A; A32.3F
54228	woolf, josie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, josie woolf</p>	A32.3A; A32.3F
48229	Woolf, Kaitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaitlyn Woolf</p>	
41310	Woolley, Cassidy	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cassidy Woolley</p>	A32.3A; A32.3F
51156	Woolley, Coen	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coen Woolley</p>	A32.3A; A32.3F
52249	Woolley, Robyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn Woolley</p>	A32.3A; A32.3F
48974	Woolley, Roger	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Roger Woolley</p>	
43957	Woolsey, Carlo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carlo Woolsey</p>	A32.3A; A32.3F
50292	Woolston, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Woolston</p>	A32.3A; A32.3F
52836	Woolvett, Lindsay	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Woolvett</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
54523	Woosley, Lyndsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lyndsey Woosley</p>	A32.3A; A32.3F
52161	Wooten, Carson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carson Wooten</p>	A32.3A; A32.3F
50443	Wootton, Suzanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Suzanna Wootton</p>	A32.3A; A32.3F
55818	Workman, Alex	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alex Workman</p>	
56057	workman, Luke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Luke workman</p>	A32.3A; A32.3F
48837	Workum, Lee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lee Workum</p>	A32.3A; A32.3F
41134	World, Rob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rob World</p>	A32.3A; A32.3F
55376	Worton, Kristina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kristina Worton</p>	
51615	Worwood, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin Worwood</p>	A32.3A; A32.3F
53053	Wouters, Sam	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sam Wouters</p>	A32.3A; A32.3F
40405	Wrathall, Jonathan	<p>I am writing to add my voice to the many people displeased with the gondola proposals for Little Cottonwood Canyon.</p> <p>I am against expanding the Inventoried Roadless Areas needed to install gondola infrastructure, I am against diminishing the roadless characteristics of the canyon, and I am against using the 2003 Revised Forest Plan to justify the implementation of gondola infrastructure under the pretense of further canyon access.</p> <p>The proposed gondola is not in the best interests of the canyon, the people who live near it, use the canyon, or the people responsible for paying for the gondola.</p>	A32.3A; A32.3F
43752	Wren, Nicole	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Nicole Wren</p>	
46976	Wright, Andrew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Andrew Wright</p>	A32.3A; A32.3F
47352	Wright, Brittny	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brittny Wright</p>	A32.3A; A32.3F
42932	Wright, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Wright</p>	A32.3A; A32.3F
53123	Wright, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Wright</p>	
41261	Wright, Carol-Anne	<p>As a tax payer, SLC resident, and skier I know the gondola is not the correct move for LCC. We need to protect our watershed and leave LCC gondola free. We should be implementing stricter rules on cars and beef up the natural gas bus system to accommodate more humans and fewer cars.</p>	A32.29VV
50485	Wright, Carol-Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Carol-Anne Wright</p>	A32.3A; A32.3F
44411	Wright, Chase	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chase Wright</p>	A32.3A; A32.3F
39874	Wright, Christopher	<p>Building the gondola is against the Roadless Area Conservation Rule and will absolutely disturb the vegetation and wildlife of LCC. We have enough wilderness that has already been drilled, exposed, and decimated for human greed, and I think we should keep LCC free from a gondola because we all know it won't stop with a gondola.</p>	A32.3A; A32.3F
42079	Wright, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Emily Wright	
39228	wright, james	Please stop this insane pursuit of wasting taxpayer dollars to build a monstrosity no-one will use. Do the logical and incremental steps of reducing traffic in the canyon through tolling and increasing bus services.	A32.29VV
55851	Wright, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Wright</p>	A32.3A; A32.3F
49567	Wright, Kiah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kiah Wright</p>	A32.3A; A32.3F
47232	Wright, Kyle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kyle Wright</p>	A32.3A; A32.3F
44059	Wright, Mason	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mason Wright</p>	
49689	Wright, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Wright</p>	A32.3A; A32.3F
55299	wright, melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, melissa wright</p>	A32.3A; A32.3F
46011	Wright, Rebecca	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rebecca Wright</p>	A32.3A; A32.3F
49196	Wright, Robyn	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Robyn Wright</p>	
55677	Wright, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Wright</p>	A32.3A; A32.3F
50930	Wright, Samantha	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Samantha Wright</p>	A32.3A; A32.3F
50366	Wright, Scarlett	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Scarlett Wright</p>	
52743	Wright, Seth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seth Wright</p>	A32.3A; A32.3F
54526	Wright, Shaelene	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shaelene Wright</p>	A32.3A; A32.3F
56180	wright, shawn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, shawn wright</p>	A32.3A; A32.3F
54386	Wright, Tupelo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tupelo Wright</p>	
45916	Wright-Moore, Lucas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucas Wright-Moore</p>	A32.3A; A32.3F
45530	Wrigley, Steven	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Steven Wrigley</p>	A32.3A; A32.3F
52621	wrobel, chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, chris wrobel</p>	A32.3A; A32.3F
48658	Wroblewski, Kathryn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kathryn Wroblewski</p>	
50131	Wruck, Harrison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harrison Wruck</p>	A32.3A; A32.3F
41020	Wsrdr, Nicholas	<ol style="list-style-type: none"> 1. Require 3 plus people in a car to go up the canyons Friday Thru Sunday. 2. Have resort dedicated buses. If I ride a bus to Solitude, to get back down, I have to load the bus, go to Brighton, stop at Solitude again on the way down before heading down the mountain. Same thing at Snowbird. Same thing going up, it takes 30 minutes to make all of the stops at snowbird before I get to Alta. 3. Require reservations fir buses so you know the necessary volume. 4. On weekends and holidays, run buses from local high schools to each resort, dedicated to each resort and nonstop from the high school. Require reservations so you know the volume. 5. Run a bus from the new hotel above the 7-11 at the mouth of Big Cottonwood Canyon. There is a lot more public marking there than at the bus stop at the base of the canyons. Those lots are too small. <p>The above suggestions should be implemented before considering a gondola.</p> <p>Look at the bus system they have in place in Stockholm Sweden. It is very efficient.</p> <p>People will ride buses if they are more efficient than driving snd parking.</p>	A32.29VV
55723	Wu, Anne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Anne Wu	
47403	Wulfenstein, Savannah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Savannah Wulfenstein</p>	A32.3A; A32.3F
55229	Wurth, Michelle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michelle Wurth</p>	A32.3A; A32.3F
41280	Wyand, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Wyand</p>	A32.3A; A32.3F
46309	Wyble, Nate	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nate Wyble</p>	
46934	Wyble, Ryan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryan Wyble</p>	A32.3A; A32.3F
41439	Wylie, Jennifer	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jennifer Wylie</p>	A32.3A; A32.3F
45686	wyman, Benjamin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Benjamin wyman</p>	A32.3A; A32.3F
48420	Wyman, Caitlin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlin Wyman</p>	
42956	Wyman, Julia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Julia Wyman</p>	A32.3A; A32.3F
52584	Wymes, Bailey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Bailey Wymes</p>	A32.3A; A32.3F
44767	Wynn, Blair	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Blair Wynn</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
40110	Wynn, Eric	<p>There are many reasons not to construct a gondola system in Little Cottonwood Canyon. I won't rehash them all here, as I have made comments to these points previously. There are less destructive solutions like enhancing/expanding an electric bus system on the road systems we already that should be implemented instead of the ill-advised gondola.</p> <p>Specifically when it comes to the issues raised in this Supplemental Information Report - the gondola proposal is clearly inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan.</p> <p>Even if the gondola system is not defined as a road, it would be built for highway purposes, have similar impacts, and is thereby inconsistent with the Roadless Rule and the 2003 Wasatch-Cache National Forest Plan, since it require construction on three different designated roadless areas.</p> <p>The impact of constructing the gondola and its mere presence in three designated roadless areas should be enough to invalidate its construction. When combined with all the other reasons not to build it, it is clear that the gondola proposal is ill-conceived and should not be approved. Less impactful solutions exist and those should be implemented to address the traffic problems in Little Cottonwood canyon.</p>	A32.29VV
54947	Wynne, Elizah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizah Wynne</p>	A32.3A; A32.3F
53538	wyson, Tiffany	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tiffany wyson</p>	A32.3A; A32.3F
43049	Yadeskie, Jasmine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Jasmine Yadeskie</p>	
46207	Yakovenko, Alisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alisa Yakovenko</p>	A32.3A; A32.3F
54187	Yamamoto, Elaine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elaine Yamamoto</p>	A32.3A; A32.3F
43492	Yamin, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Yamin</p>	A32.3A; A32.3F
55904	Yang, Fan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fan Yang</p>	
39925	Yang, Haokun	I support gondola as it will be the most reliable to get into the canyon. Considering the pollution caused by stuck traffic and all the solo drivers, adding toll booth and encouraging people to take the gondola would be a much better way.	A32.29VV
41927	Yanguiez, Maria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maria Yanguiez</p>	A32.3A; A32.3F
49334	Yarn, Jordan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jordan Yarn</p>	A32.3A; A32.3F
51563	Yates, Ashlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ashlyn Yates</p>	A32.3A; A32.3F
43455	Yates, Catelyn	To whom it may concern,	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Catelyn Yates</p>	
52491	Yatkeman, Lily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lily Yatkeman</p>	A32.3A; A32.3F
51268	Yatkeman, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Max Yatkeman</p>	A32.3A; A32.3F
51271	Yatkeman, Max	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, Max Yatkeman	
44740	Yazdian, Ava	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ava Yazdian</p>	A32.3A; A32.3F
49839	Yeager, Chris	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Chris Yeager</p>	A32.3A; A32.3F
40431	Yeager, Chris	A gondola is not the solution. It will not alleviate traffic and will disturb too much wilderness. The only people to benefit from this gondola are the people eager to sell land for the project and make a huge profit	A32.29VV
47872	Yeater, Joel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joel Yeater</p>	A32.3A; A32.3F
40981	Yedlin, Mary	<p>UDOT's position does not take the following points into account:</p> <p>1. The Inventoried Roadless Areas are specifically intended to minimize human activity and development in order to create an area of protection for wilderness areas. Building the towers for the gondola would necessarily encroach on these Roadless Areas that are supposed to be conserved, negatively impacting the natural ecosystem, wildlife (plants and animals), the watershed and the natural beauty of this narrow canyon.</p>	A32.3A; A32.3F; A32.10G

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>2. The construction of 22 towers with an average height of 200' (some with flashing lights required by the FCC and FAA) will visually dominate the entirety of Little Cottonwood Canyon. This is currently an official Utah State Scenic Byway that draws visitors to its scenic, natural beauty. The proposed gondola will forever eclipse and destroy that beauty. Additionally, it has been reported that some of the land that would be developed is in federal roadless areas. Has the US Forest Service conducted its evaluation of the impacts to these areas?</p> <p>3. As more and more wilderness areas continue to disappear to development, the increasing scarcity of roadless areas is alarming. The 2001 Roadless Rule was designed to protect key wilderness areas. We should be responsible for and take action to protect these natural ecosystems both for their intrinsic value and for their role in helping to ensure water and air quality and the natural habitats for animals and plants. The proposed gondola is particularly concerning in respect to the high protected areas that would be impacted by the towers, angle stations and snowsheds placed within the Twin Peaks, Lone Peak and White Pine Roadless Areas.</p> <p>4. It appears that UDOT has neglected consideration of a key alternative: electric buses. Particularly as the country is moving towards more sustainable and cleaner energy options, UDOT should include a thorough assessment of current technologies being used in electric buses. It was reported that a 3rd generation bus borrowed from out of state successfully navigated the resorts in the Wasatch Front. Why is this not one of the key alternatives on the table?</p> <p>Thank you for taking my comments into consideration.</p>	
45797	Yee, Justin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Justin Yee</p>	A32.3A; A32.3F
53310	Yehushua, Ran	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ran Yehushua</p>	A32.3A; A32.3F
40462	Yeo, Cynthia	<p>Can we please use common sense. The gondola is an expensive terrible idea that impacts the canyon, climbing, people's homes and backyards and still doesn't address the problem. Shuttles, extra buses, reserved spots, even a small fee to park in the canyon are much simpler solutions that actually solve the problem in both canyons for a fraction of the cost. And bonus everyone can use these services.</p>	A32.29VV
53018	Yeoman, Renee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Renee Yeoman</p>	
43483	Yerman, Claire	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Claire Yerman</p>	A32.3A; A32.3F
46387	Yi, Katherine	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Katherine Yi</p>	A32.3A; A32.3F
47010	Yingling, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Yingling</p>	A32.3A; A32.3F
41593	Yip, Jackson	<p>Time and time again, the public comments, experts, and now the forest service all agree that a gondola is an unviable option for Little Cottonwood Canyon. This is not only due to the undue costs that the public has to pay for the resources that commercial entities in upper Little Cottonwood Canyon will solely profit from, but also because it doesn't solve congestion problems, it will infringe on a designated roadless rule area where infrastructure development is intentionally excluded, and it will prevent other canyon users from accessing non resort</p>	A32.3A

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		areas with the gondola service as there are no midstations planned. This is an awful idea and other options like quotas and more bus service should be explored further before resorting to a gondola.	
52655	Yitref, Gertrude	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gertrude Yitref</p>	A32.3A; A32.3F
51537	Ylst, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Ylst</p>	A32.3A; A32.3F
41796	Yo, Y	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Y yo</p>	A32.3A; A32.3F
40017	Yonemura, Ken	I support the gondola	A32.29VV
55409	York, Elizabeth	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Elizabeth York</p>	
50169	York, Kaylin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaylin York</p>	A32.3A; A32.3F
40592	York, Leah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leah York</p>	A32.3A; A32.3F
51543	York, Loel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Loel York</p>	A32.3A; A32.3F
52561	york, Mike	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mike York</p>	
45659	Yost, Stephanie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Stephanie Yost</p>	A32.3A; A32.3F
53408	Youd, Ryker	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ryker Youd</p>	A32.3A; A32.3F
43079	Young, Allie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Allie Young</p>	
52687	Young, Aubrey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Aubrey Young</p>	A32.3A; A32.3F
44309	Young, Avery	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Avery Young</p>	A32.3A; A32.3F
55536	Young, Ayden	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ayden Young</p>	A32.3A; A32.3F
54018	Young, Brooke	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brooke Young</p>	
50180	Young, Brynna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brynna Young</p>	A32.3A; A32.3F
54457	Young, Caitlyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Caitlyn Young</p>	A32.3A; A32.3F
47463	Young, Devyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Devyn Young</p>	A32.3A; A32.3F
54178	young, emerson	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, emerson young</p>	
52338	Young, Gracie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Gracie Young</p>	A32.3A; A32.3F
48956	Young, Harleigh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Harleigh Young</p>	A32.3A; A32.3F
45727	Young, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Young</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
43698	Young, Jacqueline	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacqueline Young</p>	A32.3A; A32.3F
52969	Young, Kolby	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kolby Young</p>	A32.3A; A32.3F
53371	Young, Lia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lia Young</p>	A32.3A; A32.3F
53974	Young, Lincoln	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lincoln Young</p>	
51274	Young, Lucia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucia Young</p>	A32.3A; A32.3F
42718	Young, Lucia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lucia Young</p>	A32.3A; A32.3F
48983	Young, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Young</p>	A32.3A; A32.3F
43331	Young, Matthew	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matthew Young</p>	
45303	Young, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Young</p>	A32.3A; A32.3F
53061	Young, Megan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Megan Young</p>	A32.3A; A32.3F
39327	Young, Nathaniel	<p>I continue to not support the gondola proposal nor the currently proposed enhanced bus proposal. The gondola does not solve the problem and the bus proposal is more than we need now. The environmental impact of both proposals seems high and unnecessary.</p> <p>The gondola proposal only takes 1,000 people up the canyon and only has 2,500 parking spots. Currently, people don't go skiing because of limited parking. The gondola will simply allow more people to go up, rather than reducing congestion. This is a huge win for the resorts, not the tax payers. In addition, it has no flexibility and can only stop at Snowbird and Alta. While these are popular summer destinations, the gondola can't address popular trail heads like a bus system can.</p> <p>There are so many other simple solutions that can be tried immediately that have NO impact and cost next to nothing:</p> <ul style="list-style-type: none"> - The reservation system in LCC has worked well for me. It allows people to spread out when they arrive while still knowing they will have a spot. This can easily be implemented in both canyons with minimal cost. - Stagger opening and closing times. This will spread the traffic out further allowing for less traffic. - No downhill traffic (except emergency) during peak bus hours in the morning (8-9?) and no uphill traffic during peak hours in the afternoon to allow for the busses to move quickly up the canyon if there is congestion. - The avalanche issue is one that gondola sort of solves. However, around the world, including in the US, snow sheds are used to address this issue. Not only would this allow the 	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>road to stay open, but it could possibly reduce how much avalanche mitigation is needed (therefor reducing overall cost).</p> <p>Overall, I do not support the gondola and I don't believe the environmental impact is worth what we get for the gondola.</p> <p>Thanks,</p> <p>Nate</p>	
54208	Young, Olivia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Olivia Young</p>	A32.3A; A32.3F
51959	Young, Riley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Riley Young</p>	A32.3A; A32.3F
49619	Young, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Young</p>	A32.3A; A32.3F
40068	Young, Stuart	<p>Widening the road and improving the bus option still seems to be the best and would benefit more people than other options. It's faster to get people to the slopes and there may be stop in the summer for hiking trail enthusiasts.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48511	Young, Tatum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tatum Young</p>	A32.3A; A32.3F
46882	Young, Warren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Warren Young</p>	A32.3A; A32.3F
49740	Youngberg, Zach	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zach Youngberg</p>	A32.3A; A32.3F
47238	Youngblood, Cristie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cristie Youngblood</p>	
55424	Youngman, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Youngman</p>	A32.3A; A32.3F
55344	Yu, Alan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alan Yu</p>	A32.3A; A32.3F
47314	YU, CAT	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, CAT YU</p>	A32.3A; A32.3F
48558	Yu, Lydia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lydia Yu</p>	
50234	Yule, Calum	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Calum Yule</p>	A32.3A; A32.3F
49659	z, anna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, anna z</p>	A32.3A; A32.3F
39359	Z, Anonymous	<p>How many times and in how many ways does the public have to tell you [REDACTED] to [REDACTED] off with your gondola. Get bent</p>	A32.29VV
55676	Z, Anonymous	<p>Stop charging us tax for skiers .I am done</p> <p>Sent from Mail for Windows</p> <p>From: Little Cottonwood EIS Project Team Sent: Monday, April 17, 2023 8:06 AM To: [REDACTED] Subject: REMINDER: Comment Period Closes April 18 at 11:59pm MST</p> <p>+-----+ Can't read or see images? View this email in a browser +-----+</p> <p>Public Comment Period For Supplemental Information Reports</p> <p>Closes April 18 at 11:59pm MST Comments on the reports will be published and addressed in the Record of</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Decision Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>As many of you are aware, the Utah Department of Transportation (UDOT) released the Final Environmental Impact Statement (EIS) for Little Cottonwood Canyon in August of 2022 and held a public comment period, with the project team receiving over 13,000 comments.</p> <p>As a result of the comments received, the project team determined additional analysis was warranted regarding the impacts of the Final EIS alternatives to Inventoried Roadless Areas under the 2001 Roadless Area Conservation Rule (RACR) and the Forest Plan. The RACR required the USDA Forest Service to conduct an inventory of roadless areas for their potential to be designated as wilderness based on size (at least 5,000 acres) or location (contiguous to an existing Wilderness Area). If an area meets these criteria, it becomes an "Inventoried Roadless Area" (IRA) and, in general, the RACR prohibits road construction, road reconstruction, and timber harvesting (cutting, sale, or removal) in IRAs unless certain exceptions or circumstances exist. Little Cottonwood Canyon contains the White Pine IRA and portions of the Twin Peaks and Lone Peak IRAs.</p> <p>Also following publication of the Final EIS, the Federal Highway Administration (FHWA) requested that UDOT complete additional air quality analysis. In particular, FHWA requested evaluation of a scenario under the existing modeling where all ski buses would be powered by diesel fuel rather than the model default which consisted of diesel, compressed natural gas, and gasoline powered buses; and that all transit buses be evaluated at the maximum expected service life of 14 years rather than a variable age bus fleet.</p> <p>As a result of public and agency input, UDOT has issued two supplemental information reports to evaluate applicability of the RACR and the potential impacts to IRAs and for additional air quality analysis.</p> <p>The public review and comment period for the supplemental information reports is open until April 18, 2023 at 11:59pm MST and the project team is accepting comments on the analysis contained in these reports. Formal comments can be mailed or submitted through the project website, email, voicemail, and text messages. This information is listed on the Contact section of the website.</p> <p>Please note that as the public had the opportunity to comment on the entire Final EIS, comments received in this comment period that are unrelated to the supplemental information reports will not be addressed in the Record of Decision (ROD). View Reports Submit Comment</p> <p>Agency Coordination Some of the elements in the alternatives evaluated in the Final EIS are located on National Forest System lands managed by the Uinta-Wasatch-Cache National Forest under the 2003 Revised Wasatch-Cache Forest Plan. A Forest Service decision may be required pending the FHWA's determination of what, if any, National Forest System lands needed for the selected alternative may be appropriated under their authorities (23 USC 317). Appropriation of National Forest System lands by the FHWA would be a non-exclusive easement for highway use, with the Forest Service retaining jurisdiction over all other uses.</p> <p>The Forest Service decision would be to authorize UDOT's use of National Forest System lands for the selected alternative, as analyzed in the Final EIS, and may also include a Forest Plan amendment if the proposed use is inconsistent with the Forest Plan. A Forest Service ROD, if necessary, would be based on the Final EIS and supplemental information reports, and would be</p>	

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>issued after UDOT's ROD is published. The Forest Service ROD would be subject to the Forest Service project-level objection process (36 CFR 218).</p> <p>Final EIS Information Due to the amount of public interest in the Little Cottonwood EIS, many sources are sharing project information and data with varying degrees of accuracy. Please see the tables below for the most current and accurate information directly summarized from the Final EIS regarding the alternatives being considered. View All Final EIS Materials</p> <p>EIS Process & Schedule It's important to note that the National Environmental Policy Act (NEPA) process UDOT follows doesn't tally comments as a "yes" or "no" vote like a referendum. The NEPA public comment process is not a vote, but rather an opportunity for UDOT to field concerns, suggestions or criticism for a project's purpose and need, alternatives, and to evaluate whether additional engineering or environmental analysis is needed, as well as the mitigation measures proposed to minimize environmental impacts.</p> <p>The public comment periods and input received throughout the EIS process provide opportunities for UDOT to improve the study documentation and make sure it's thorough, accurate, and complete. UDOT's final decision will consider how the alternative best meets the project purpose as well as an alternative's environmental impacts. View Final EIS Comments</p> <p>Informational Videos Watch Part 1 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred alternative and proposed phased implementation.</p> <p>Watch Part 2 of the Final EIS overview provided by UDOT Project Manager Josh Van Jura to learn more about the preferred sub-alternatives.</p> <p>View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.</p> <p>Connect with us.</p> <p>Website Email Facebook Twitter Instagram</p> <p>The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.</p> <p>+-----+ This email was sent by [REDACTED] Not interested? Unsubscribe Manage Preference Update profile [REDACTED] +-----+</p>	
42424	Z, Anonymous	Also, UDOT has made it rather complicaed. Almost no one undertands that they can't just say anything but have to comment on specific issues like the roadless rule.	A32.29VV
42423	Z, Anonymous	Just some feedback. everyone waits until the last minute. It's human nature. To make the deadline on tax day is not doing anyone any favors.	A32.29VV
40574	Z, Anonymous	Can you tell me the point of taking comments when you are just going to ignore them?	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
56215	Z, Anonymous	Stop charging us tax for skiers .I am done	A32.29VV
42422	Z, Anonymous	The gondola idea is stupid and you're wasting everyone's time and energy with his [REDACTED] idea.	A32.29VV
44519	Z, Shyanne	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Shyanne Z</p>	A32.3A; A32.3F
41407	Zabor, Rien	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rien Zabor</p>	A32.3A; A32.3F
52033	Zabriskie, Coralee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Coralee Zabriskie</p>	A32.3A; A32.3F
47196	zabriskie, Isaac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Isaac zabriskie</p>	
51220	Zabriskie, Louise	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Louise Zabriskie</p>	A32.3A; A32.3F
41978	Zabriskie, Louise	I say no to the gondola. The plan violates the roadless rule, only benefits 2 private corporations at tax payer expense, does not bring improved services and for access for hikers and cyclists.	A32.3A
40057	Zacharias, Nathan	<p>NO GONDOLA. We do NOT need more people up canyon. We do not need a PERMANENT, EXPENSIVE, transportation option that does NOT solve any problems and only introduces more expense and more problems. Don't ruin little cottonwood canyon. DO NOT use public funding for corporate greed.</p> <p>Introduce a toll/permit system to control traffic. Or increase bussing. THE GONDOLA IS SHORT-SIGHTED AND ONLY SERVES THE RICH OWNERS OF SKI RESORTS.</p>	A32.29VV
55825	zacharias, Sandra	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sandra zacharias</p>	A32.3A; A32.3F
41094	Zadra, Heather	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Heather Zadra</p>	
54219	Zadra, Jonathan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jonathan Zadra</p>	A32.3A; A32.3F
39739	Zadravec, Frank	<p>The proposed areas are protected by Roadless Rules to safeguard important remaining wilderness. Construction of gondola towers in these areas is not in the spirit of protection afforded these areas, and building a gondola, detracts from, rather than enhances the roadless characteristics of these Inventoried Roadless Areas. These places need to be protected!</p>	A32.3A
45186	Zager, Nicholas	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Nicholas Zager</p>	A32.3A; A32.3F
50394	Zakala-Downs, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Zakala-Downs</p>	A32.3A; A32.3F
40823	Zakreski, Maya	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Maya Zakreski</p>	
51998	zalac, Kelsey	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kelsey zalac</p>	A32.3A; A32.3F
40737	Zaldonis, Jenna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jenna Zaldonis</p>	A32.3A; A32.3F
47310	Zamagni, Matteo	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Matteo Zamagni</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
53795	Zamanyfar, Seyyed	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Seyyed Zamanyfar</p>	A32.3A; A32.3F
41460	Zamboni, Fabio	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Fabio Zamboni</p>	A32.3A; A32.3F
53841	Zamora, Sara	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sara Zamora</p>	A32.3A; A32.3F
44935	Zamora-Kelso, Lauren	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lauren Zamora-Kelso</p>	
56175	Zanazzi, Martin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Martin Zanazzi</p>	A32.3A; A32.3F
44249	Zandberg, Morgan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Morgan Zandberg</p>	A32.3A; A32.3F
44265	Zanetti, Marisa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Marisa Zanetti</p>	A32.3A; A32.3F
45775	Zanlungi, Sarah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sarah Zanlunghi</p>	
50022	Zannoni, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Zannoni</p>	A32.3A; A32.3F
39770	Zapata, Gandhi	I dont want a gondola on utah s road less areas	A32.29VV
46447	Zapata, Juliana	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Juliana Zapata</p>	A32.3A; A32.3F
44868	Zapata, Valentina	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Valentina Zapata</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48245	Zarbock, Dallin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dallin Zarbock</p>	A32.3A; A32.3F
51118	Zarrehparvar, Deani	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deani Zarrehparvar</p>	A32.3A; A32.3F
41358	Zatz, Eli	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eli Zatz</p>	A32.3A; A32.3F
39269	Zaugg, Jared	<p>We need the gondola in Little Cottonwood Canyon - not just for traffic congestion, and pollution (environmental reasons), but also to save lives (hazardous road conditions, impaired drivers, etc.) and to obviate avalanche closures.</p> <p>As our state continues to grow, forward-thinking like this is wise and necessary.</p> <p>Also, please levy a special tax on those who'll benefit most commercially - Snowbird and Alta - so that the tax burden doesn't fall completely on our citizens.</p> <p>Thank you,</p> <p>Jared Zaugg Holladay, UT</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
51601	Zaugg, Leif	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Leif Zaugg</p>	A32.3A; A32.3F
45562	Zavitz, Oscar	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oscar Zavitz</p>	A32.3A; A32.3F
45551	Zaygg, Rachel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Rachel Zaygg</p>	A32.3A; A32.3F
53633	Zazueta, Jasmin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jasmin Zazueta</p>	
52059	Zebe, Tia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Tia Zebe</p>	A32.3A; A32.3F
50907	Zebrack, Cooper	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Cooper Zebrack</p>	A32.3A; A32.3F
43382	Zedlitz, Zac	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zac Zedlitz</p>	A32.3A; A32.3F
40750	Zeerip, Zeppelin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zeppelin Zeerip</p>	
54108	Zeigler, Lindsay	<p>To whom it may concern,</p> <p>I live in Sandy near the mouth of the canyon and spend a lot of time hiking and camping there with my family</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lindsay Zeigler</p>	A32.3A; A32.3F
41557	Zeigler, Wendy	<p>The roadless act was applied to these areas to protect them. Building the gondola towers, which will require there be roads to the towers, and maintenance of those roads, will violate the roadless areas. I am opposed to this. Each tower will have to have a road to it for construction of the tower, also for maintenance of the towers and because if you have to offload people from the gondola you have to be able to access the bottom of those towers. The latest information about icing of cables and Highwinds indicate that the gondola will have times when it has to stop and, worst case scenario, download or off load the passengers. Also the towers will require maintenance. This will require roads. We should not disregard the existing roadless areas. The roads to the towers will further scar our canyon and our watershed. NO Gondola.</p> <p>Furthermore, to the point of air pollution, I do not believe you have adequately evaluated the cars parked on Wasatch Blvd waiting to get into the parking garage. And the people running their cars waiting for the gondola to open when there is avalanche mitigation happening or inter lodge, or a breakdown of the gondola.</p>	A32.3A; A32.3F; A32.3H
51299	Zeko, Emma	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emma Zeko</p>	A32.3A; A32.3F
51377	Zelechowski, Kevin	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kevin Zelechowski</p>	
55653	Zelina, Joshua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Joshua Zelina</p>	A32.3A; A32.3F
50419	Zeliszczak, Szymon	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Szymon Zeliszczak</p>	A32.3A; A32.3F
46547	Zemmin, Ethan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ethan Zemmin</p>	A32.3A; A32.3F
44065	Zenger, Eliza	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Eliza Zenger</p>	
42529	Zenger, Kenadee	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kenadee Zenger</p>	A32.3A; A32.3F
47224	Zepeda, Christalle	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Christalle Zepeda</p>	A32.3A; A32.3F
54127	Zesiger, Lane	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>Regards, Lane Zesiger</p>	
47911	Zhang, Victoria	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Victoria Zhang</p>	A32.3A; A32.3F
44946	Zhang, Wentao	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Wentao Zhang</p>	A32.3A; A32.3F
41306	Zhang, Yicheng	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Yicheng Zhang</p>	A32.3A; A32.3F
49884	Zhao, Alan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Alan Zhao</p>	
53058	Zheng, Hua	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hua Zheng</p>	A32.3A; A32.3F
43886	Zhu, Angela	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angela Zhu</p>	A32.3A; A32.3F
54873	Zicherman, Jake	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jake Zicherman</p>	A32.3A; A32.3F
47469	Ziegler, Emily	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Emily Ziegler</p>	
46791	Ziel, Whitney	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Whitney Ziel</p>	A32.3A; A32.3F
50522	Zima, Lance	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lance Zima</p>	A32.3A; A32.3F
51355	Zimmerman, Angel	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Angel Zimmerman</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
55403	Zimmerman, Ellie	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ellie Zimmerman</p>	A32.3A; A32.3F
54045	Zimmerman, Haley	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Haley Zimmerman</p>	A32.3A; A32.3F
50523	Zimmerman, Hope	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Hope Zimmerman</p>	A32.3A; A32.3F
44240	Zimmerman, Jessica	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jessica Zimmerman</p>	
43362	Zimmerman, Josh	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Josh Zimmerman</p>	A32.3A; A32.3F
52495	Zimmerman, Madelyn	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madelyn Zimmerman</p>	A32.3A; A32.3F
47114	Zinge, Melissa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Melissa Zinge</p>	A32.3A; A32.3F
49066	Zipperer-Davis, Noah	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Noah Zipperer-Davis</p>	
40701	Ziska, Madison	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Madison Ziska</p>	A32.3A; A32.3F
41629	Zitnay, Rebecca	<p>Thank you for your thorough analysis and careful consideration of public comments. I really appreciate the phased rollout and think the snowsheds alone will have a substantial impact on the congestion issue. I'm glad to see they are in the phase 1 of all plans. One of my main concerns going forward is canyon tolling. I think a canyon-wide parking reservation system may be a better option, especially on busy days in the winter. This system has been working incredibly well at Alta the past 2 seasons. I think most of the traffic that builds on Wasatch Blvd on canyon closure days is because Snowbird has kept their parking on a first-come basis. This results in powder panic and people lining up early in the morning to ensure they have a spot. Since I know my parking is guaranteed at Alta, I make sure the canyon is open and check traffic cams before I hit the road to head up. Parking reservations alone have drastically changed my behavior and I imagine there are many others like me. Notably, having a reservation has forced me to plan ahead and coordinate with friends and family to figure out carpooling, so I almost always have more people in the car than before the reservation system was enacted. While I understand there may be more demand to get up the canyon, there is a limited number of parking spots in the canyon, so there needs to be a mechanism in place to restrict the number of cars. A car should not be able to go up the canyon if there is nowhere for it to park. A car that drives up the canyon, has no parking, turns around, and drives all the way back to a bus stop has the highest emissions footprint and will create some very hostile people if they must pay a toll before driving up and getting turned around because there isn't anywhere for them to park.</p> <p>While I think enhanced bus service is the best option because it seems more scalable depending on the time of year and has more flexibility in pickup and dropoff locations depending on the season. I understand the emissions and cost analysis on the gondola make sense. I really like that the top station for the gondola will have a locker room with a place to put on boots ect. I rode the bus quite a bit in years past, however, I didn't ride the bus at all this year because the bus dropped off at goldminers where they strictly forbid any bags or shoes unless you paid \$11 for a relatively small locker. Once Goldminers got rid of the boot bag shelf in the entryway, we started going to Albion because you can actually use it like a base lodge with cubbies where you can toss your shoes.</p>	A32.29VV
47174	Zittrauer, Brennan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Brennan Zittrauer</p>	A32.3A; A32.3F
51595	Zizzo, Giovanna	<p>To whom it may concern,</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Giovanna Zizzo</p>	
52992	Zobell, Deanna	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Deanna Zobell</p>	A32.3A; A32.3F
41264	Zobell, Trevor	<p>None of the Alternatives have stops at the trail heads. I think this is a big overlook. While summer traffic for hiking may be more distributed throughout the day compared to winter skiing traffic, summer traffic is still not insignificant and will probably only grow as the Wasatch front's population continues to explode. Any transportation solution up the cottonwood canyons must address popular stops at ski resorts and trail heads throughout the year.</p> <p>Another overlook I see is that the plans are not well integrated into existing, or planned, transit infrastructure. The cog rail, gondola, and enhanced bus service all require one to drive their car to a parking lot outside the canyon. All of plans also seem to have quite a bit of disconnect between the parking lot and the primary mode of transportation up the canyon, requiring a 12-minute walk from the parking lot to the mode of transit. I'm skeptical of the success of a gondola, cog rail, or enhanced bus service if it still requires individuals to drive their car just outside the canyon entrance and park it there, walk 12 minutes, and then get on a mode of transit that will take you up the canyon. These plans at the very least should be updated to have the parking lot and the mode of transit right next to each other to eliminate the need for a 12-minute walk. Ideally these plans should be updated to have the starting terminus of the transit mode at a single, or multiple front runner stations so that they can be more readily incorporate into existing transit infrastructure and reduce the need and length individuals must drive a car to get up the canyon. Additionally, the bus priority should be continued along Little cottonwood rd. to the point it intersects again with Wasatch blvd, or until it gets to the planned parking lot/mode of transit, on all the plans. There are turning lanes along that stretch of road that could be made bus only lanes.</p> <p>My understanding is that there was a rail line up LCC 100 years ago, there should be an alternative to the existing cog rail plan that simply restores that rail line with minimal road widening and that starts at a single or multiple front runner stations.</p> <p>So in short UDOT should update its alternative plans to have:</p> <p>Gondola plan C: gondola starts at a front runner station and stops at trail heads</p> <p>Gondola plan D: bus priority going from a single or multiple front runner stations ALL THE WAY to the gondola base station with the gondola stopping at trail heads</p> <p>Enhanced bus service alternative: bus priority going from a single or multiple front runner stations ALL THE WAY to the alta/snowbird making any turning lanes or stretches with two lanes on one side into bus only sections past the point of wasatch blvd becoming little cottonwood road being.</p> <p>Cog rail alternative: existing cog rail plan as is but going all the way to a single or multiple front runner stops</p> <p>(Cog?) rail alternative B: restore rail route from 100 years ago, no or minimal road widening and have it go to a single or multiple front runner stops.</p>	A32.29VV

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
48870	Zobrist, Sophia	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Sophia Zobrist</p>	A32.3A; A32.3F
50506	Zohara, Oshri	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Oshri Zohara</p>	A32.3A; A32.3F
47113	Zoller, Taavi	<p>To whom it may concern,</p> <p>The little cottonwood canyon does not need a gondola. It is an unnecessary attempt at a solution that has much easier more cost effective methods of solving traffic. The gondola is not only a huge cost, but also would be a huge damage to the landscape and beautiful canyon. I believe that a gondola would lead to more problems than it solves.</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taavi Zoller</p>	A32.3A; A32.3F
42909	zoschke, Ian	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Ian zoschke</p>	
49028	Zoufer, Zahraa	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Zahraa Zoufer</p>	A32.3A; A32.3F
44910	Zppel, Jacob	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Jacob Zppel</p>	A32.3A; A32.3F
49300	Zuboski, Michael	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Michael Zuboski</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
41138	Zucca, Alex	<p>The very first sentence from the National Forest website on IRAs says, "IRAs are inventoried tracts of National Forest System land characterized as having an undeveloped character." A gondola passing overhead above an IRA is development, plain and simple. The Forest Service also states, "IRAs also do not generally contain structures, improvements, or obvious landscape alterations that would indicate the presence or influences of man." Since they include overhead power transmission lines as not allowed, a gondola overhead would be characterized the same. The only utility development the Forest Service allows in an IRA is a buried pipeline with grass grown over it. Because of these reasons, there should not be a gondola constructed and running over IRAs.</p>	A32.3A; A32.3G
43416	Zuchetto, Lux	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Lux Zuchetto</p>	A32.3A; A32.3F
41468	Zuckerman, Paul	<p>Hello,</p> <p>I approve of the phasing in of this project to see the effects of each and to see how far the funding will go. I believe enhanced bussing is the best alternative for its flexibility when droughts decrease skiing demand with the resulting decrease in skier days. From visits to Zion National Park and attractions on a scale of Disneyland, it is best to get people out of their cars and onto more busses/trolleys for the small numbers of days of ski seasons. Widen Wasatch Boulevard, build snow sheds and use troling to dissuade folks from driving if cars are to be allowed on SR210 along with busses. Anything that runs on tracks or cables is rigid, enable to adapt to changing conditions. In the end however, our canyons have only so much carrying capacity. Finding ways to get more people there will only negatively impact the human experience, wildlife health and the natural beauty of the canyons. They are not amusement parks.</p>	A32.29VV
45454	Zukosky, Dylan	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Dylan Zukosky</p>	A32.3A; A32.3F
44782	zulliger, reece	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p>	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		Regards, reece zulliger	
41568	Zumbrennen, John	If this winter shows anything it is a need to have a way to go up and down Little Cottonwood Canyon without the road. The gondola will also be a world class all season tourist attraction like Niagra Falls or the St' Louis Arch and will pay for itself sooner than expected.	A32.29VV
49815	Zumwalt, Jeremy	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Jeremy Zumwalt	A32.3A; A32.3F
49646	Zundel, Jordan	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. This all gondola nonsense reeks and people smell it. Regards, Jordan Zundel	A32.3A; A32.3F
46187	Zundel, Sydnie	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area. I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule. I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts. Regards, Sydnie Zundel	A32.3A; A32.3F
52053	Zundel, Taylor	To whom it may concern, I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock	A32.3A; A32.3F

Comment ID	Name (last, first)	Comment	See Responses in Appendix A of the ROD
		<p>climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Taylor Zundel</p>	
48769	Zuniga, Mary	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Mary Zuniga</p>	A32.3A; A32.3F
47924	Zylstra, Kaatje	<p>To whom it may concern,</p> <p>I oppose the Little Cottonwood Canyon Gondola project and urge you to consider lower cost and more effective alternatives to reducing traffic congestion in the canyon. The gondola will not improve traffic congestion. Instead, it will permanently alter Twin Peaks, Lone Peak, and White Pine Roadless Areas, threaten our critical watershed, destroy popular rock climbing areas, and disrupt running, backcountry skiing and hiking in the area.</p> <p>I cannot support a proposal that would reduce acres of land that are classified as "Roadless," let alone support taxation for a project that would fail to improve canyon access for non-resort users while benefiting a slim few. Claiming that the gondola is exempt from the "Roadless Rule" because it's not technically a road is a willful misinterpretation of the spirit of the rule.</p> <p>I support lower-cost solutions that utilize our existing infrastructure, such as carpool incentives (ex. occupancy-based tolling), year-round enhanced bus service with stops at multiple locations and more frequent service at peak times, enforcement of the traction law, and mandatory parking reservations at ski resorts.</p> <p>Regards, Kaatje Zylstra</p>	A32.3A; A32.3F